



Dorset and BCP Councils

Local Transport Plan (LTP) Implementation Plan 2026 – 2031

(DRAFT)



This is where **your journey begins...**



Dorset
Council



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Foreword

We are proud to present the Joint Implementation Plan for Local Transport Plan 4 (LTP), a shared commitment between Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council to deliver a cleaner, safer, and more inclusive transport future from 2026 to 2041.

This plan is not just a vision, it is a delivery framework, grounded in the realities of funding, partnership, and ambition.

LTP sets out a bold strategy to transform how people move around our region, supporting sustainable economic growth, tackling the climate and ecological emergencies, and improving access to jobs, education, and services. The Implementation Plan is our roadmap for delivery, prioritising schemes that are ready to deliver now, while preparing for longer-term transformation.

We are committed to delivering real change. Over the next five years, we will focus on the most mature and influential schemes, those that will reduce carbon emissions, reduce congestion, improve safety, and expand travel choices. From new walking and cycling routes to zero-emission public transport, from EV infrastructure to safer school journeys, this plan outlines tangible steps that will benefit residents, businesses, and visitors alike, however they travel.

However, we are clear about the scale of the challenge. Delivering this plan will require significant and sustained investment. While we are grateful for core government funding, this will not be enough. That's why we are actively pursuing investment from government, developers, and private partners, and working closely with Network Rail, National Highways, Western Gateway Sub National Transport Body, and local transport operators to unlock shared-investment and align our priorities. But the funding landscape is uncertain, and the scale of ambition required to meet our net-zero targets and support inclusive growth means we must be bold in seeking new solutions and innovative funding mechanisms.

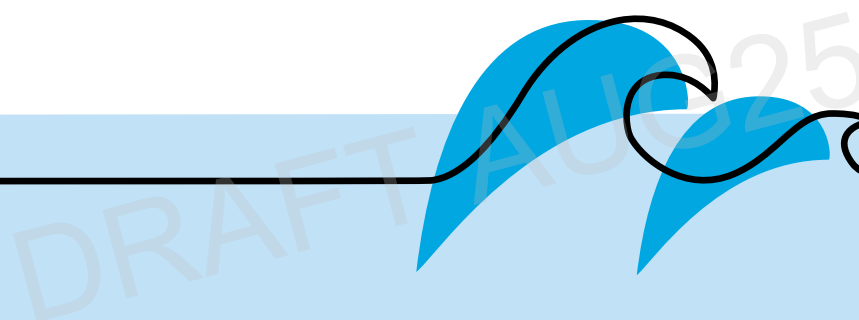


This plan is a call to action, not just for government, but for businesses, developers, and communities. It is a shared responsibility to invest in a transport system that works for everyone. We are committed to delivering the first 5 year phase of schemes between 2026 and 2031, and to building the case for further investment in the medium and long term.

We invite you to join us in making this vision a reality. Together, we can build a transport future that is sustainable, inclusive, and resilient—for today and for generations to come.

Cllr. Andy Hadley
Cabinet Member for
Climate Response,
Environment and Energy,
BCP Council

Cllr. Jon Andrews
Cabinet Member for
Place Services
Dorset Council



1. Introduction

Dorset BCP Councils joint transport strategy for 2026 to 2041 will deliver a **sustainable, inclusive, and accessible** transport network that benefits everyone and supports a **vibrant economy**.

Over the next 15 years, the focus will be on increasing transport options, whilst improving **safety, health, accessibility, connectivity, travel experience**, and reducing pollution from transport.

Our new **ambitious vision** has been informed by our residents, our local communities as well as local businesses and organisations.

Our travel will be transformed through **innovation and digital connectivity**, creating accessible and inclusive travel choices for our residents, workers and visitors. Our transport network will support **sustainable economic growth** in our urban and rural communities, contribute to our **decarbonisation** targets and **protect** our unique local environment.

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We have developed six key objectives to achieve the vision:



To deliver our LTP over the next 15 years, this Implementation Plan (IP) has set out specific and supporting schemes which will be developed and delivered to achieve the LTP vision and objectives.

This IP will cover the period 2026 to 2041. Some schemes are ready to deliver, while others require some development work at the start or early into the LTP period. These schemes feature in the short term, first phase **Implementation Plan (IP1)**.

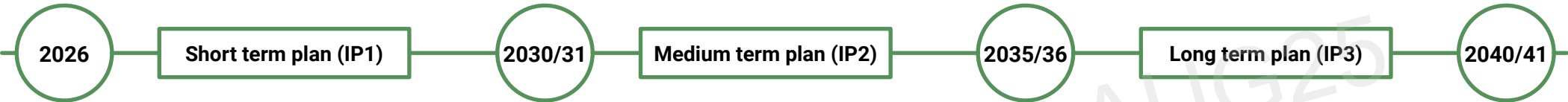
Other schemes will require more detailed/strategic development work to advance planning and secure funding.

Less mature and more complex schemes have been identified for further development and/or delivery in the medium-term Implementation Plan (IP2) and longer-term Implementation Plan (IP3) phasing of LTP.

The IP is structured in 3 five-year phases:

- Short term plan (IP1) from 2026 to 2031 – this will be a more detailed plan which outlines the schemes which are the most mature and deliverable.

- Medium term plan (IP2) from 2031 to 2036 – a plan outlining schemes to be developed and delivered during the second phase of the LTP from 2031 to 2036. These schemes will require detailed planning and greater certainty in relation to funding.
- Long term plan (IP3) from 2036 to 2041 – a plan outlining the schemes to be developed and delivered during the third phase of the LTP from 2036 to 2041. These schemes have the greatest uncertainty in terms of planning and funding sources.



2. Funding

Funding all the schemes to deliver our transport strategy will be challenging. To meet our vision and objectives we will need to seek funding from central government and a range of other sources.

This may include:

- Financial and infrastructure contributions from future developments that this transport strategy will help to unlock and deliver.
- Mechanisms that enable the LTP authorities to capture some of the uplift in land value resulting from new transport programmes.
- Reinvestment of revenue from innovative measures that could be considered by the councils.

The current potential funding sources available to Dorset and BCP Councils are outlined in this section. These represent the known funding sources at the start of the IP1 period. As we progress through the medium and longer term periods of the plan the uncertainty around funding resource increases.

Core government funding

The government provides an annual funding allocation to Dorset and BCP Councils through the Local Transport Grant (LTG). The LTG comprises of capital funding and resource (revenue) funding spread over 4 years (2026/27 to 2029/30). This funding allows the Councils to support schemes in line with local priorities for transport maintenance enhancements and to deliver more ambitious transport projects.

We have assumed that funding for 2030/31 will be equivalent to 2029/30 levels to estimate the funding resource during the IP1 period.

The councils also receive resource funding to help build capacity and capability to deliver local transport priorities. This LTG resource funding covers the first 3 years of LTP (2026/27 to 2028/29) based on at least 2025/26 resource funding allocations.

At the time of writing, the LTG had just been announced, and the authorities are awaiting further formal funding guidance how to best utilise LTG allocations. In 2025/26 Dorset Council was awarded £20m of structural maintenance funding through the LTP grant and BCP £7m. At the time of writing, we estimate similar levels of funding will be awarded each year during the IP1 period, totalling an estimated £135m of funding for maintaining the road network in the LTP area.



Funding from bids and grants

To support national transport policies, further funding is provided to councils from central government through competitive bidding processes and grants to progress specific schemes. Funding can be one off amounts, or incremental over several years to deliver a programme of improvements but usually covering a limited time period.

Both Dorset and BCP Councils have been successful at bidding for, securing and delivering transport infrastructure from central government grant funding opportunities over the last decade. More than £100m has been secured from bids/grants and invested in transport infrastructure across the Dorset Council and BCP areas.

Historically, both Councils have achieved the Level 3 Highways maintenance rating, which has maximised the access to funding, based on their continuous and proven high levels of performance. In relation to accessing Active Travel England (ATE) funding, Dorset Council currently has a Level 1 capability rating with a strong aspiration to move up to Level 2 capability following the publication of their Active travel infrastructure plan (ATIP). BCP currently has a Level 2 rating with an aspiration to achieve Level 3 in the short term and Level 4 (the highest level) as soon as possible.

The councils will continue to be proactive in bidding for central government funding opportunities to secure additional resource to deliver large transport schemes/projects to meet the LTP vision and objectives and support any devolution opportunities from local government re-organisation during the lifetime of the LTP.

With a 15-year LTP timeframe and changes to national government leading to shifting transport priorities there are uncertainties over the amounts and nature of bids and grants that will be available to support LTP delivery in the medium and longer term.

The estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31) is £139.6m for Dorset Council (see Annex A) and £103.6m for BCP (see Annex B), totalling an estimated funding resource of £243.2m to resource the IP1 period schemes across the joint LTP area (Annex C). It should be noted that the estimated funding figures in Annex A to C, is based on the most up to date information from central government at the time of writing and supporting assumptions as outlined in the Annex footnotes.

Partnership working

The progress of the LTP will rely on support from transport partner contributions to jointly funding improvement schemes. We will work in partnership with:

Network Rail (Great British Railways) to enhance rail connectivity and accessibility, with priority schemes including the Heart of Wessex Line business case to improve services between Weymouth and Bristol, and the Dorset Metro business case for a more frequent and integrated rail service between South Eastern Dorset, the BCP conurbation and

southern Hampshire. Additionally, both councils are committed to station accessibility improvements, ensuring that rail travel is inclusive and convenient for all users.

National Highways to support strategic road improvements that enhance freight access to ports, support economic growth, and improve safety and journey times, including delivery of the M4 to Dorset Coast Strategic Study recommendations to achieve a more resilient and efficient north-south route. We are prioritising upgrades to the A31 and A35, which are vital east-west corridors for regional connectivity. Dorset and BCP to work with NH to develop improvements on the Major Road Network (MRN) that connect into the Strategic Road Network (SRN).

Sustrans, the national charity promoting active travel, to enhance the National Cycle Network (NCN). This collaboration will secure funding to upgrade key sections of NCN to make the routes more accessible for all users, including those with mobility aids and adapted cycles. The partnership with Sustrans is central to delivering a more connected and inclusive active travel network across Dorset, encouraging more people to walk, wheel, and cycle for everyday journeys.

Local public transport operators (bus, rail, coach, micromobility) to deliver improvements to the transport network and services across Dorset and BCP. Examples include new buses and routes provided commercially by bus operators and provision of cycle and scooter hire schemes. Investment in train stations, including improving making stations accessible for all are developed by the rail industry but often with local contributions.

Ports to strengthen transport links that support economic growth, freight efficiency, and sustainable development. Key priorities include enhancing freight access, reducing congestion on key corridors such as the A35, A31, A37 and A350 and supporting the transition to low-carbon logistics.

Airport to enhance transport links and travel choice to support economic growth, freight efficiency, and sustainable development. We will focus on connectivity to key road links like A338, providing more transport options, supporting employment growth and facilitating freight access and transfer.

Distribution System Operators (DSOs), including Scottish and Southern Electricity Networks (SSEN) and National Grid, to support the transition to low-carbon transport, particularly the rollout of EV charging infrastructure and the electrification of public and freight transport. Through joint engagement on Local Area Energy Plans and network capacity mapping, the councils and DSOs are identifying priority areas for grid reinforcement and smart energy solutions.

Western Gateway Sub National Transport Body

We will continue to work in partnership with the Western Gateway Sub National Transport Body to secure development funding for feasibility schemes and to make the case to government for investment in strategically important regional transport schemes identified in the Western Gateway Strategic Investment Plan (SIP). At the time of writing, it is unclear if delivery funding will be made available through the DfT for SIP schemes.

Developer contributions

Financial contributions from developers will continue to be essential to mitigate the impact of developments on the transport network through the lifetime of LTP.

General funding will be secured through Community Infrastructure Levy (CIL) contributions and site specific funding by:

- Section 106 (S106) agreements – legal agreements between the developer and the local authority. Funding is directly linked to planning permission and is used for mitigation of unacceptable impacts of development on the highway network.
- Section 278 (S278) agreements – legal agreements between the developer and the local authority which allow the developer to make amendments to the public highway as part of planning approval to facilitate the development.

CIL contributions are collected from developers for general infrastructure and could be ring fenced for highways and transport infrastructure.

Other-non transport sources

Our LTP, as a longer-term transport strategy covers travel for all, awareness and sharing of the vision encourages support from businesses, organisations and the wider community. Financial investment to increase travel choices to private sites through organisational travel plans and specific interventions will play an important role in helping to deliver our LTP vision and objectives. We will seek to work with local organisations and support them to deliver

complementary travel infrastructure (e.g. provision of electric vehicle charging and cycle facilities) and services (e.g. provision of private bus services or contribution to public bus services) and when the opportunity arises, to identify sources of funding.

Long-term revenue and capital funding

In the longer term, revenue funding is needed to keep our infrastructure and services operating. We will seek an increased and fairer funding award for Dorset and BCP without which there cannot be a significant improvement in our transport services.

To achieve the LTP vision and objectives, the councils will need to explore opportunities to drive change some of which could generate additional revenue to bridge anticipated funding gaps. Best practice from other parts of the UK demonstrates how this can be achieved.

Some recent examples include lane rental permit schemes (Kent County Council) and moving traffic regulation orders (Bristol City Council) to improve network performance and safety; a workplace parking levy (Nottingham City Council) to deliver transformational public transport infrastructure; Clean air zones (CAZS) (Bath and North East Somerset Council) to provide cleaner and healthier air; and the use of parking charge revenue to fund improved and more effective traffic enforcement (Brighton and Hove City Council).

We will explore and secure other funding sources once they become available as we go through the lifecycle of the LTP, and this funding list will then be updated.



Rail connectivity – platform and footbridge at a busy Bournemouth station.



Wed 22 Nov 13:44

Rail Departures

from C

13:44	Plat. 2
13:44	Weymouth
13:44	Plat. 1
13:44	Weymouth
13:44	Plat. 1
13:44	London Waterloo
13:44	Plat. 2
13:44	Bournemouth



Christchurch train station entrance with wayfinding and real time information totem.

3. Prioritisation

We have had to prioritise the delivery of new schemes in the IP because the funding and resource requirements exceed the current provision. The process that we have followed to prioritise new schemes for development and delivery is outlined in this section.

Scheme longlisting

The first step in the prioritisation process, was to develop a provisional pipeline of interventions by identifying schemes from our existing transport plans, policies and studies as outlined in Annex D. A comprehensive and inclusive approach was taken when compiling the long list through engagement with internal BCP and Dorset Council stakeholders.

A provisional list of 500 interventions across the BCP and Dorset area was then consolidated by sifting each scheme through an assessment by deliverability, scheme maturity and clarity of definition. The sift process identified and removed schemes that were duplicated or did not meet the following criteria:

- Part of a committed intervention.
- Sufficient detail for assessment.
- Be within the sphere of influence of either (or both) BCP Council and Dorset Council.
- Alignment with the LTP Vision.

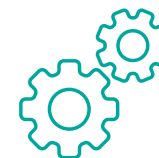
Scheme shortlisting and prioritisation

The remaining 380 schemes were then assessed against the LTP vision and six objectives, using a formal assessment matrix to ensure scoring was undertaken in a robust and consistent way. Each scheme was scored against each objective and then a total score calculated in terms of total impact to provide clarity and consistency when assessing each scheme. The schemes were then ranked by overall score from highest to lowest. The top 80 schemes (by overall score) were then identified as priority short listed schemes.

Refining the short list

The 80 short listed schemes were then reviewed to consider the balance and the mix of scheme types. This review concluded that a greater balance of schemes was required, with the initial short-list heavily skewed towards 'shift' type interventions e.g. active travel schemes, with too few 'avoid' and 'improve' interventions making the short-list.

The review also highlighted a gap between the 80 shortlisted schemes and the scale of ambition required to efficiently deliver against decarbonisation objectives.



A technical note was produced to identify scheme themes that could be used to address the identified gaps. The following scheme types were recommended:

- More 'avoid' interventions such as public transport incentives e.g. fare subsidies and disincentives e.g. a Workplace Parking Levy (WPL).
- Examine more 'improve' interventions e.g. schemes to decarbonise freight movements.

In total 15 schemes were identified to be added to the refined priority short list (95 schemes in total).

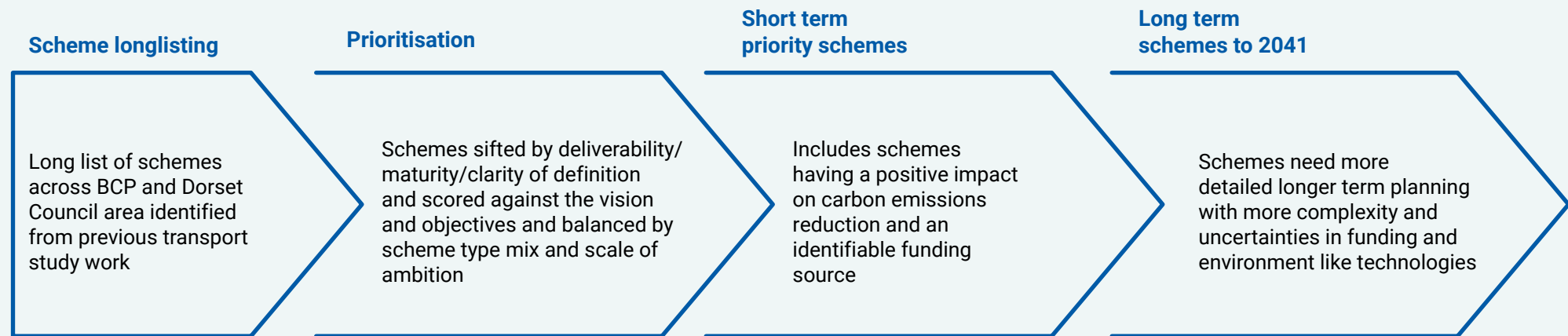
Prioritising schemes for IP1

Our short-term plan (IP1) will cover the period 2026 to 2031. The schemes included in IP1 have been selected based on certainty of funding/resource to develop and/or deliver schemes during this period, and certain schemes have been prioritised based on the level of positive impact the scheme will have on reducing carbon emissions.

Longer term schemes – IP2 and IP3

Schemes that have less certainty around funding and/or require further detailed development work to progress have been identified for activity in the medium term (IP2) and/or longer term (IP3).

These schemes are considered more complex and therefore require more time/funding to advance. We will continue to develop these schemes so that detailed proposals can be included in future implementation plans.



Quantified Carbon Assessment

Our Local Transport Plan is a vital step towards decarbonising transport in BCP and Dorset.

To understand how we are helping to reduce carbon emissions, an independent assessment has been carried out of the shortlisted schemes in the Implementation Plan (IP1).

Without any new local transport interventions, emissions from transport are expected to fall gradually due to national trends like the shift to electric vehicles. However, this alone will not be enough to meet our target pathway to net-zero.

Summary of key findings:

- Without intervention through a new Local Transport Plan, there will still be a 32% gap between projected emissions (thick black line) and the level needed to meet our target pathway to net-zero (purple dotted line).
- Delivering the IP1 shortlist of schemes could reduce emissions by 896 kilotonnes of CO₂ equivalent (ktCO₂e) between 2025 and 2050 (represented by the yellow shaded area on the graph).
- This represents a 6% reduction compared to the most likely future emissions scenario and closes the emissions gap by around 19%.

- Further reductions needed: 3,229 ktCO₂e (to fully meet net-zero target).

These results are consistent with other local transport plans across the country and confirm that the IP1 shortlist includes a good mix of interventions. It shows that meaningful progress can be made, but also highlights the scale of the challenge ahead.

Challenges to achieving our target pathway to net-zero include:

- Limited control over through-trips: around 5% of emissions come from trips that pass through the area, which are difficult to influence locally. Collaboration with regional and national partners is essential.
- Growth in vehicle travel: car and van travel is expected to increase by up to 20% by 2030, driven by housing and economic growth. Strategic planning is needed to minimise carbon impacts from new development.
- Freight emissions: goods movement accounts for 28% of transport emissions. Decarbonising freight is challenging due to limited alternatives and slower uptake of zero emission technologies.
- Uncertainty in electric vehicle (EV) uptake: while EVs could reduce emissions by up to 42%, this depends on widespread infrastructure and behavioural change.
- Rural transport challenges: over 40% of our transport emissions come from rural areas, where sustainable transport options are limited. A place-based approach is needed to ensure an equitable transition.
- Funding constraints: current local transport funding is insufficient to deliver the scale of change required. A strong evidence base is needed to make the case for future investment.

To fully close the emissions gap and meet our target pathway to net-zero, more ambitious action will be needed. This could in future require a greater focus on measures that reduce the need to travel and demand management that can significantly reduce car use and encourage sustainable travel. Examples of such demand management measures from elsewhere in the UK include congestion charging

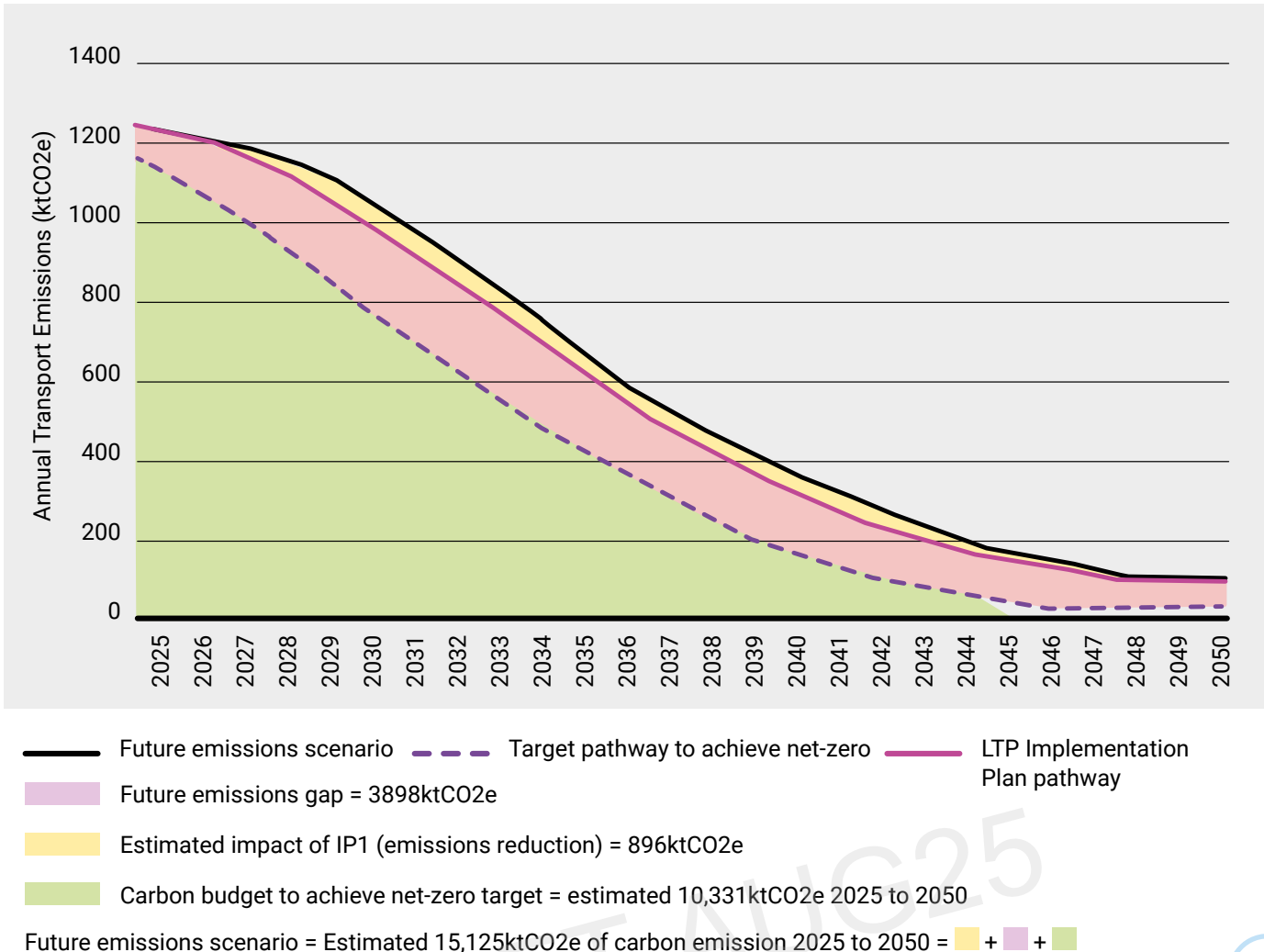
zone, clean air zone or zero emission zone and workplace parking levies.

To go further, faster, we will need:

- Greater levels of funding and resources to deliver more transformational change.
- Stronger national support and policy alignment.

- Continued collaboration with partners, businesses, and communities.

By taking an evidence-led, phased approach, we can build momentum and make the case for further investment in the medium and long term (IP2 and IP3). The journey to net zero will require bold decisions, but the benefits for our environment, health, and economy, are clear.

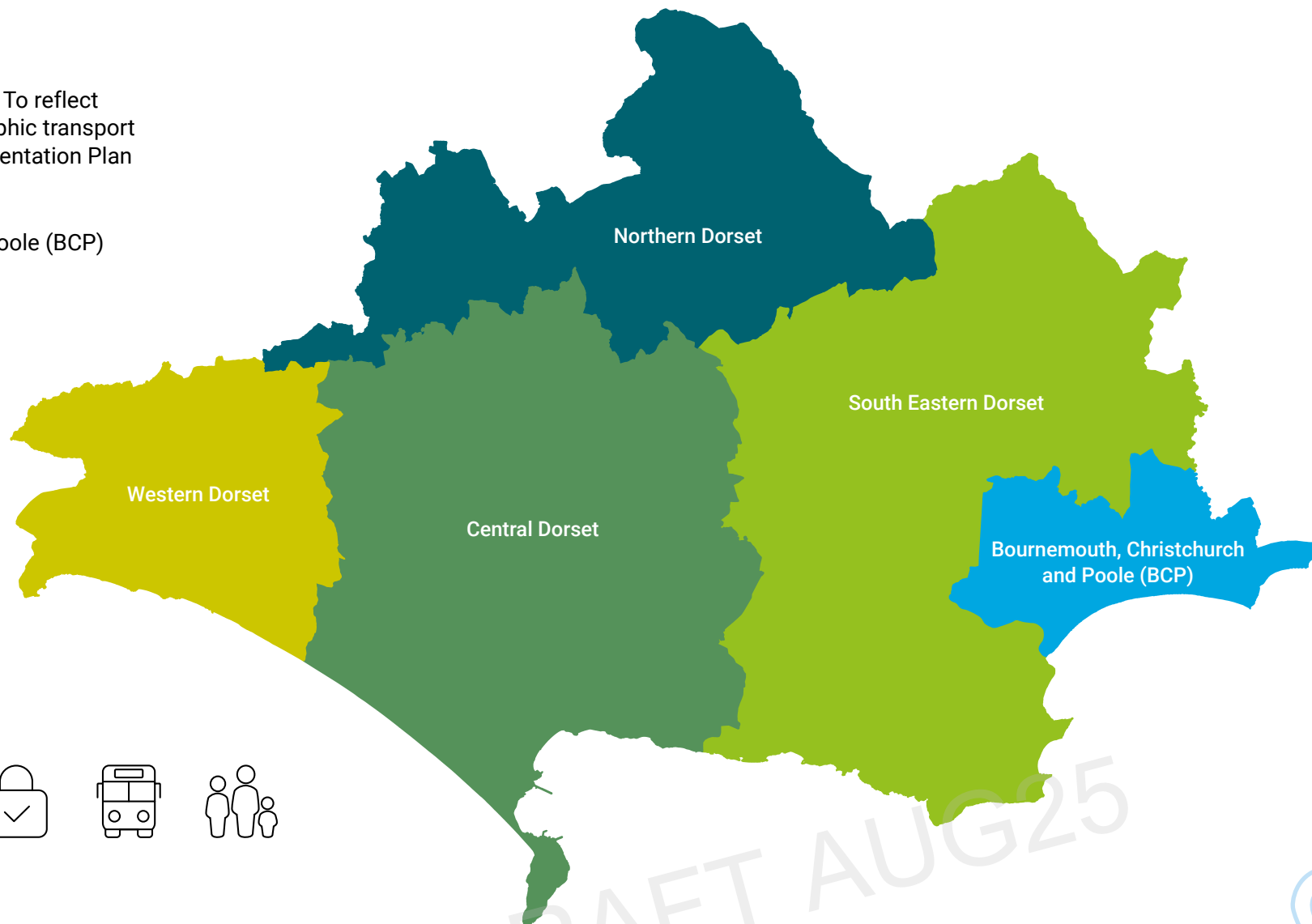


4. LTP Implementation Plan by area

Approach

The LTP area is extensive and varied. To reflect the diverse geographic and demographic transport needs of Dorset and BCP, the Implementation Plan is presented as five area plans:

- Bournemouth, Christchurch and Poole (BCP)
- South Eastern Dorset
- Central Dorset
- Northern Dorset
- Western Dorset



BCP Council detailed area map

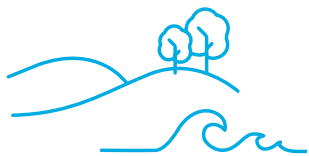


5. Bournemouth, Christchurch and Poole

About the area

The shared vision for BCP is where people, nature, coast and towns come together in sustainable safe and healthy communities. Described as a special place, our location is a unique blend of outstanding natural environment, proud heritage and diverse vibrant communities.

What makes us special:



Our coast

15 miles
of sandy beaches

**Second largest
natural harbour
in the world**



Our nature

**2,500
hectares**
of green space



19 sites

of Special Scientific
Interest

19%

of the BCP area
is covered in trees



Our towns and economy

47 heritage
conservation areas

BCP Council is the
tenth-largest
urban local authority
in England

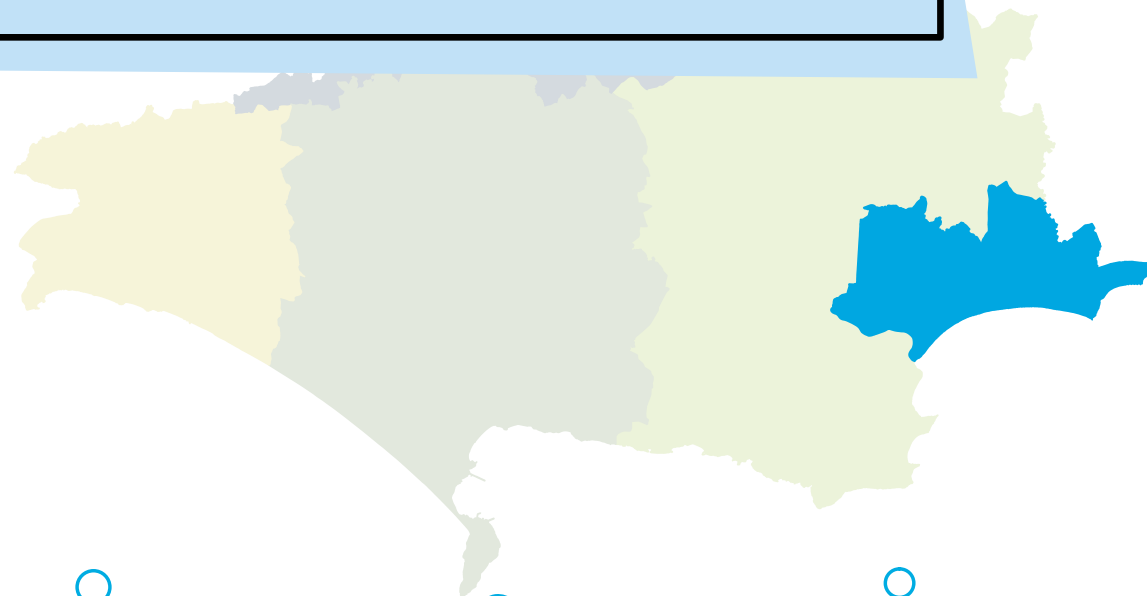


10 million

annual visitors spending
over £581 million and
supporting over 12,000
tourism jobs

Local economy
worth over

£12billion
in 2019 and home to over
15,000 businesses



BCP council comprises of the three towns of Bournemouth, Christchurch and Poole, along with many thriving district centres. The total population is around 400,000, anticipated to increase to half a million by the end of the LTP period, linked to significant allocated housing growth.

While many local people identify with the three distinctive towns the overall size of the population ensures residents to gain access to a much greater range of services and jobs than otherwise might be expected for individual towns of their size. This gives rise to more commuting trips and others between three towns and various district centres.

With the New Forest National Park, Jurassic Coast World Heritage Site and National Landscape of the Isle of Purbeck surrounding us there are significant leisure transport flows to and from these areas. Transport pressures intensify in peak periods. The multi-centred nature of the conurbation, significant tourism related travel and the constraints of the sea on one side and green belt to the north all add challenges to our transport environment.

Bournemouth is at the centre of the conurbation with a history as a planned Victorian seaside resort now a vibrant seaside destination with a strong retail and employment offer.

Poole is founded on its distinct maritime heritage with its world renowned harbour and leisure destination of Poole Quay. The town has significant potential and opportunities for a programme of sensitive, heritage-led regeneration on previously developed land and possible re-location of the train station to re-generate the town centre.

Christchurch is situated to the east – a place rich in history with an 11th century Priory, thriving high street combined with harbour and river natural

beauty which requires a balance of heritage-led regeneration and protection.

The BCP shared vision includes that people and places are connected by sustainable and modern infrastructure. The aim is to provide a safe, accessible, sustainable and convenient transport network that meets the needs of all residents. This IP will significantly contribute to this part of the vision.

Aspects of our transport environment:

- 813 miles of roads including 13,6 miles of dual carriageway.
- 81% of households have one or more cars or vans compared to the equivalent nationally of 76%.
- Considerable variation at ward level with 91% of households in Bearwood and Merley having access to one or more cars/vans compared to 56% for Bournemouth Central ward.
- 24.8m bus journeys a year locally and the third highest satisfaction with bus services of all the locations covered by Transport Focus surveys.
- Seven railway stations located within BCP, with an eighth on the border with Hampshire.

BCP has an aging population, with a higher proportion of residents over the age of 65 and a smaller proportion of the population under the age of 16 when compared with the national average for England.

BCP has high car ownership levels, with 81% of our population living in a household with access to a car (compared to 76% national average). Car ownership levels are higher in Dorset (86%), which results in most of the cross-boundary trips into the BCP area by car for travel to work, education, leisure and health appointments.

The BCP area has areas of contrast, including some of the most affluent and most deprived areas in the country. This also results in complex travel and commuting issues.

Transport links

The BCP walking network is largely established on the ground through historic footways, paths and rights of way but in many areas, provision for people to cross over busy roads is poor. The current cycle network is disjointed, with a lack of protected, safe space for independent travel by people of all ages. The available space for cycle network has been further impacted by the increasing width of motor vehicles which on average are growing wider at a rate of 1cm every two years. In recent years, the council has been successful in bidding for and delivering high quality walking, wheeling, and cycling infrastructure improvement projects.

BCP has a good public bus network which provided 24.8m passenger journeys in 2024. At the time of writing the council funds a network of contracted bus services to complement the commercial network operated by Go South Coast.

BCP has a micromobility share scheme operated by Beryl (at the time of writing). The scheme provides a combined total of 1200 standard bikes, e-bikes and e-scooters to hire at over 350 locations across BCP, providing low carbon and multi-modal travel options.

The 813 miles of road network comprises of 9% 'A' roads, with 77% of the network classified as residential roads. BCP suffers from significant congestion on large parts of the network, especially along the few east west corridors, and at the limited river crossing locations, resulting in unreliable journeys times for private and public transport users.



Active travel infrastructure – separate cycle and wheeling path segregated from the road alongside RNLI building – Poole.

There are no motorways connecting BCP or Dorset. The A31 provides a vital high functioning east-west link to the wider Strategic Road Network, for residents, visitors and freight movements. The National Highways 'M4 to Dorset Coast' study' has acknowledged poor road connectivity to the north (to Bristol and beyond) with limited options for improvements.

BCP is outwardly connected to the wider regions and beyond by the rail network, with a direct route to London Waterloo via the South West mainline from Weymouth and direct connections from Bournemouth to Manchester, via key locations such as Southampton Central, Reading and Birmingham. There is currently no regular rail freight being transported to/from or through the BCP area. On the wider regional rail network, there is poor connectivity to destinations in the South West region such as Bristol, Gloucester and Exeter. The Port of Poole and Bournemouth International Airport are international transport gateways for BCP. Currently surface access to both is mostly car (or taxi) dependent due to limited sustainable transport options. This also limits employment opportunities for people who don't drive or have a car available.

Delivery Plan 2026 – 2041

The Implementation Plan for the BCP area will focus on improving the travel to the three towns, between them and other local district centres and the connectivity to the wider area for employment, education, leisure and other activities. By reallocating highway capacity effectively and increasing transport options through a holistic movement strategy and parking strategy and other interventions over the next 15 years, we will deliver a sustainable, inclusive and accessible transport network that benefits everyone and supports a vibrant economy in BCP. We plan to develop and deliver a broad range of schemes to achieve our strategic vision and objectives.



To reduce transport emissions and safeguard the climate and environment, we will:

Work with an external supplier to **deliver a network for low powered on street public EV charge points** and supporting infrastructure in residential areas with a lack of off-street parking including EV pavement channels. We will use our LEVI funding and private charge point operator (Cpo) funding to help accelerate the uptake of zero emission vehicles by our residents.

Promote and incentivise the uptake of **community charging schemes** (e.g. Co-Charger) within the BCP Council area; and facilitate the expansion of the Co-Wheels **car club** and decarbonising the existing fleet.

Work in partnership with bus operators to provide infrastructure to facilitate a **zero emission public bus fleet**; and work with other local large fleet providers, e.g. Royal Mail, couriers, taxi firms, to make collaborative provision and **public access of EV charging infrastructure** to deliver mutual benefits and support more sustainable and cleaner car-based travel. Work with our public EV charging service provider to consider and develop a booking system to support **EV charging for LGVs** to support local businesses to transition to zero emission LGVs.

Develop a longer term **BCP Zero Emission Vehicle Infrastructure Strategy** to consider the future infrastructure needs of the commercial freight fleet; the on and off-street charging and destination charging provision for private vehicles and workplace EV charging, to inform the District Network Operator's (DNO) strategic planning requirements. By being able to pinpoint what electrical capacity and infrastructure is required to meet our future needs, we can support SSN to secure the resource to deliver the required provision to help delivery of our transport decarbonisation schemes.



To support healthier and safer communities with improved travel options, we will:

Enable people to integrate small amounts of physical activity into their daily lives, thus improving their physical and mental health, by making it easier to walk, wheel or cycle short local trips.

Develop and deliver **pedestrian crossings** at priority sites and invest in a **network** of legible, safe routes, with better wayfinding, lighting and route visibility, to improve pedestrian connectivity and access.

Continue to develop the **BCP LCWIP** and deliver priority schemes, with a focus on providing safe cycle routes on quieter streets to increase the density and connectivity of our cycle network. We will identify a prioritised list of **neighbourhoods** suitable for **area-wide treatments** which will create safer and more pleasant walking and cycling environments and increase travel choice.

We will seek funding to develop more BCP strategic cycle routes to link to our existing infrastructure and improve connectivity across the BCP area. These high quality, safe and coherent cycle routes will link our residents to key attractions, employment and economic centres.

Work with our neighbouring local authority partners to develop **regional cycle network routes** to connect regional gateways, major population centres and other regionally important destinations. We will focus on significant barriers and gaps in the network such as gyratories, missing river crossings and busy junctions to improve regional cycle connectivity and accessibility.



To create accessible and prosperous places, we will:

Develop and deliver holistic **town centre movement strategy** improvement packages to prioritise different travel options between/to/ from Bournemouth, Poole and Christchurch town centres. These schemes will focus on a package of interventions to enhance network efficiency, improve public realm and promote and prioritise safer, healthier and more sustainable journeys.

As part of our town centre movement strategy work, we will develop a **Christchurch Transport Network Improvements Package** to prioritise space for walking, cycling and public transport to create modal shift and reduce network pressure at strategic river crossings linking into the town centre.

Develop a **Bournemouth Town Centre Sustainable Access Package** to provide improved transport options on a priority corridor from Bournemouth Travel Interchange (regional gateway) to Bournemouth centre and the seafront (regional destinations).

Develop improved connectivity and access to Poole town centre through enhancements to **Poole Travel Interchange**, with options to redevelop the existing bus station and to relocate Poole rail station to the heart of the town centre, reconnecting the high street. In addition, to develop a package of complementary measures aimed at improving access to Poole town centre by providing safer, healthier transport options and improved access by public transport (bus and rail).

To improve the movement of goods, we will plan for efficient and sustainable freight and logistics networks. The **Port of Poole expansion and**

reopening of Hamworthy Branch Line scheme will facilitate goods movements by rail and provide a package of measures to improve access on the local road network, making travel to the port more sustainable and supporting local plan housing and economic growth plans.

Develop plans for **local freight consolidation centres** to reduce the number of freight and servicing movements within the BCP area by providing consolidation to enable sustainable 'last mile' deliveries through smaller electrical or human-powered delivery vehicles. Potential sites for local freight depots to serve BCP include Ferndown, Wimborne Minster, Mannings Heath, Wessex Fields, Airport and Port of Poole.

Provide a package of sustainable access and connectivity improvements linking **the A338 to the key employment sites at Wessex Fields and Aviation Business Park, and to Bournemouth Airport** an international gateway. This scheme will provide enhanced transport options, access and connectivity to key out of town destinations, supporting employment growth. There is a focus on developing enhanced bus routes and schedules, to be complemented by bus priority measures. Active travel improvements will provide safer and healthy journeys to these important sites.

Continue to ensure that new development will comply with the BCP **Parking Standards Supplementary Planning Document (SPD)** to support the delivery of new developments that meet the housing needs and other economic, social and environmental priorities of BCP Council. During IP1 we will review the SPD to ensure it remains up to date with best practice and continues to enable the area's growth.

We will support residential and business behaviour change initiatives through providing a **cycle grant scheme for businesses** to fund facilities to encourage healthy travel to work such as cycle storage, shower and drying facilities, pool bikes schemes etc. The fund could be used to deliver secure bike hubs at major employment sites/neighbourhood locations. We will develop and deliver a **BCP behaviour change campaign programme (through a mobile phone app)** to encourage and promote healthy and sustainable travel choices for our residents.

Revisit feasibility work for a **BCP Mass Transit scheme** to link communities across the BCP area with a frequent, reliable service, integrated with walking, cycling bus and rail. Mass transit could boost productivity. Mass transit will **boost productivity**, enabling our **housing and employment growth**, provide a catalyst for **regeneration**, and help to tackle the **climate emergency**.



To enable safer journeys, we will:

Develop and deliver priority **20mph neighbourhoods** to make our roads safer, create more pleasant places to live and promote healthy journeys. We will undertake an assessment to prioritise neighbourhoods and engage and work with local communities to co-design them. In addition we will work through a prioritised list of **collision cluster sites** to address existing safety issues and provide safer journeys for all road users at locations identified as part of an annual review to decide on the priority sites.

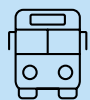


Aerial view of Poole port.
(Credit – Poole Harbour Commisioners)

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Improve safety through infrastructure and targeted campaigns, to provide and promote **safe routes to schools**. We will develop plans for a **Child friendly streets scheme**, to improve conditions for walking, wheeling, scooting and cycling in a 1 mile radius around each secondary school in BCP, with the aim of enabling 90% of children to make safe and active journeys to school. We will also deliver a sustainable modes of travel to school (SMOTS) strategy to develop an integrated approach across all areas of work for promoting sustainable travel to school and Further Education (FE) colleges, to enable safe and equitable access to education for children and young people.

In support of this, we will continue to provide **Bikeability** training in schools, to deliver a programme of national standard cycle training, aiming to meet the Government's target of 80% of children achieving Bikeability Level 2 by the time they leave primary school. We will also provide **free cycle training for adults** to build confidence and encourage healthier travel options for all.



To provide a resilient and fit for purpose transport network, we will:

Design and implement a **lane rental scheme** to minimise disruption and reduce the impact of road works by implementing a daily charge to companies undertaking works on the network. Benefits will include improved planning, coordination and working methods to maximise efficiency; reduced durations of works; more works planned outside of peak periods. Any surplus revenue will be reinvested into projects to further 'reduce the disruption and other adverse effects caused by street works.'

Work to establish an **integrated cross boundary network management plan** with our neighbouring

authorities, aiming to combine better co-ordinated operational management of the network and traffic movement within and across the authorities' boundaries. We will support Network Rail, Great British Railways, and National Highways in the management of their networks and work closely to facilitate seamless journeys between our local network and their national infrastructure.

We will work to secure funding to deliver network improvements to traffic signals and Variable Messaging Signs (VMS) and to improve the movement for all journeys across the network. As an initial phase of the **A338, Wessex Fields and Aviation Business Park, and to Bournemouth Airport access package**, we will plan and deliver an upgrade of traffic signals equipment at key junctions on the Castle Lane East corridor and seek opportunities to improve the flow of traffic and provide safer and more convenient journeys for pedestrians and cyclists.

As part of our asset management programme, we will improve the **resilience** of controlled crossings by reducing the average asset life through a rolling programme of upgrades and enhancements. We will also continue to deliver cost effective and targeted highway maintenance programmes that balance **preventative and planned maintenance activities**, minimise whole life costs and **improve network resilience**, and will seek opportunities to deliver enhancements schemes in a coordinated fashion.

A major project during IP1 is the planned refurbishment to the Poole Twin Sails Bridge to improve reliability, significantly extend the asset life, and address the traffic management issues for residents and businesses across Holes Bay through improved VMS.

Work with National Highways to deliver **capacity and safety improvements along the A31 corridor and support improvements to local connections**.

Improvements will focus on vehicular traffic flows at strategic junctions and pinch-points; providing opportunities to increase travel choices for active travel and public transport journeys. We will support investment in segregated bus, walking and cycling facilities parallel to the SRN to reduce the demand for local car trips. In addition to improving connectivity into the BCP area, the council shall work closely with National Highways to ensure it is planning for the impacts of future local growth on the SRN and improving journey time reliability.

Develop a **BCP Parking Strategy** to ensure parking policy is consistent, equitable and supports the needs of residents, visitors and businesses. To support the management of our network and improve the overall parking experience, the strategy could consider measures such as:

- Reviewing the supply of on-street parking to improve the public realm, formalising on-street parking opportunities, enable bus priority, address safety concerns at junctions, or better facilitate loading and servicing.
- Consider a ban on unauthorised pavement parking to ensure footways are kept free for pedestrians.
- Review the effectiveness of the current BCP Controlled Parking Zones (CPZs) and Resident Parking Zones (RPZs) with businesses and residents and consider the introduction of new CPZs or RPZs where they would benefit businesses and residents.
- Explore the feasibility of a rail-based park and ride and support the use of temporary park and ride facilities linked to major events.

The strategy could also focus on a range of off-street parking schemes such as:

- A review of off-street parking to consider the capacity, quality, and location of BCP council owned car parks to meet current and future needs.
- A review of parking charges to standardise parking tariffs to improve user experience and simplify payment mechanisms across the BCP area.
- Review the layout of BCP managed car parks and where appropriate reconfigure parking provision to meet the needs of customers (e.g. provide larger spaces).
- Consider the introduction of differential parking charges to reflect the size of space occupied, support seasonal charging rates at tourist destinations, or as part of a Resident Card scheme.
- How to utilise data and new technology to encourage efficient parking in BCP to prevent queueing, improve traffic circulation and improve air quality.

The strategy scope could also consider the benefits of exploring a **BCP Workplace Parking Levy (WPL)**, to achieve mode shift to reduce congestion, increase capacity on the network, and help tackle the Climate Emergency. The city of Nottingham has achieved a 25% mode shift since it introduced a WPL and used this innovative policy measure to provide long term stable funding to help deliver transformational transport schemes such as mass transit.



To improve public transport to meet the needs of our residents and visitors, we will:

Continue to work in partnership with the local bus operators to deliver our **Bus Service Improvement Plan** priorities. Outlined below are the schemes we plan to deliver in Year 1 through BSIP funding. We will deliver at similar levels of scale over the remainder of the IP1 period:

Deliver bus priority measures to improve reliability of public transport and traffic flows overall. Schemes include delivery of the key Bournemouth Station to Town Centre bus priority scheme, which is further enhanced by improvements to the Station Roundabout slip road. Eastbound buses at Branksome Roundabout will benefit from a new dedicated bus lane. Ashley Road (Parkstone), Charminster Road and Wimborne Road (Winton) will undergo a review of on street parking and bus stop provision to help improve flow of traffic and accessibility.

Improve **bus passenger experience** by further upgrading of Poole Bus Station, Boscombe Bus Station and Bournemouth Travel Interchange. Bus stops will be improved with new shelters, accessible boarding kerbs and real time information screens. These incorporate a variable messaging facility so the bus operator can inform passengers of cancellations, delays and diversions as appropriate.

Improve **bus passenger safety** by further investment in CCTV at bus shelters/interchanges and continuing to support the **Transport Safety Officer** project.

Work with operators to develop a range of targeted **fares initiatives** within the LTP area. These will include offers to encourage modal shift at peak times for both young persons and commuters. This builds on the success of the Child Period tickets and “Commuter Club” promotions introduced by BSIP.

Work with bus, train and micromobility operators to develop **multi modal ticketing/information** and **tap-on-tap off fares** across the BCP network, including development of the “Plusbus scheme”. Deliver targeted promotional campaigns aimed at residents and visitors to **strengthen network identity**, with a focus on identifying opportunities to promote destinations, places and events with poor or limited access by car.

Work with bus operators to “pump prime” a number of **limited stop express bus** services across BCP. These will provide journey times more comparable to the private car and help secure modal shift for longer journeys in particular. Provide investment (and seek further funding opportunities) to increase the **electrification of the bus and coach fleet** in BCP.

Develop a **Demand Responsive Transport (DRT)** service, where “clusters” of businesses attract workers from specific residential areas which are poorly served by existing public transport, to improve travel choices, reduce congestion, and improve air quality. Collaborate with Network Rail and Western Gateway STB to make **all railway stations located within BCP fully accessible** to published standards, addressing poor levels of accessibility and inclusivity at Hamworthy, Parkstone, Branksome, Pokesdown and Christchurch.

Continue to work collaboratively with Network Rail (Great British Railways), the Western Gateway STB and Dorset Council to prepare a business case and secure funding to deliver the **Dorset Metro Shuttle (Wareham to Brockenhurst)**, with the aim of providing a ‘turn up and go’ rail service for our residents and visitors. In addition, we will work with our rail partners to improve services on the South Coast Main Line to London, by reducing the current **journey times from Bournemouth to London Waterloo** and increasing the frequency of **Sunday rail** services between Weymouth, Bournemouth and

London. We will work with Network Rail to boost 5G connectivity, provision of Wifi and to remove mobile signal blackspots on South West mainline. Progress feasibility of a high-capacity public transport system (e.g. Trams, light rail). Additional housing focused on transport corridors will improve the business case for a long term mass transit solution.

To **strengthen rail connectivity** to the wider region, we will support Dorset Council with plans for capacity enhancements on the **Heart of Wessex Line**, to provide an hourly service between Weymouth and Bristol. We will support Network Rail to deliver overhead electrification of the railway through the Wessex Route Strategy. Work with the Western Gateway STB and Coach Operators to develop **long distance/regional coach routes** to fill missing gaps in the rail network between BCP and Exeter, Bath, and Bristol.

Develop and deliver a network of neighbourhood and town centre mobility hubs at up to 35 locations to increase travel choice by making interchange between public, shared, active and private vehicle modes easier to encourage multi-modal travel. The hubs will provide improved accessibility and connectivity, by providing infrastructure and facilities for interchange and travel by micromobility (bikeshare, e-bikeshare, e-scooter), frequent bus services, Community car club vehicles; active travel and incorporate opportunities at some locations for public rapid EV charging. In addition, we will develop plans to implement a small network of multi-mode interchanges at strategic **edge of town mobility hubs** sites to support multi-modal travel for visitors to BCP key destinations (e.g. BCP town centre locations and sea front). We will work with the BCP operator to **expand the Micromobility scheme in BCP**, by introducing e-scooters into Christchurch, increasing availability of e-bikes and deliver an e-cargo bike service to support local businesses and residents.



Rail connectivity – South Western Railway train at Platform – Bournemouth station.
(Credit – South Western Railway)

6. South Eastern Dorset

About the area

The South Eastern Dorset area has strong interconnections between the places where people live, work and access services and facilities. It includes the edges of the large built-up area of Bournemouth, Christchurch and Poole, the towns and villages within the Green Belt and land around the outer edges of the Green Belt. It includes the towns of Upton, Corfe Mullen, Wimborne Minster, Blandford Forum, Ferndown, West Moors, St Leonards and St Ives, West Parley, Verwood, Wareham and Swanage.

The natural geography of the area includes a coastline to the south, the River Stour to the north and significant areas of protected heathland. Each of these factors contributes to the complexities of addressing the transportation challenges in the area.

The growth of the South Eastern Dorset conurbation is polycentric, as there is no one dominant 'centre' rather a series of neighbourhoods around clusters of major employers. Consequently, many commuters travel across the area daily to work in various locations. The geographical spread of housing, employment and education across urban, sub-urban and rural areas results in complex travel and commuting patterns.

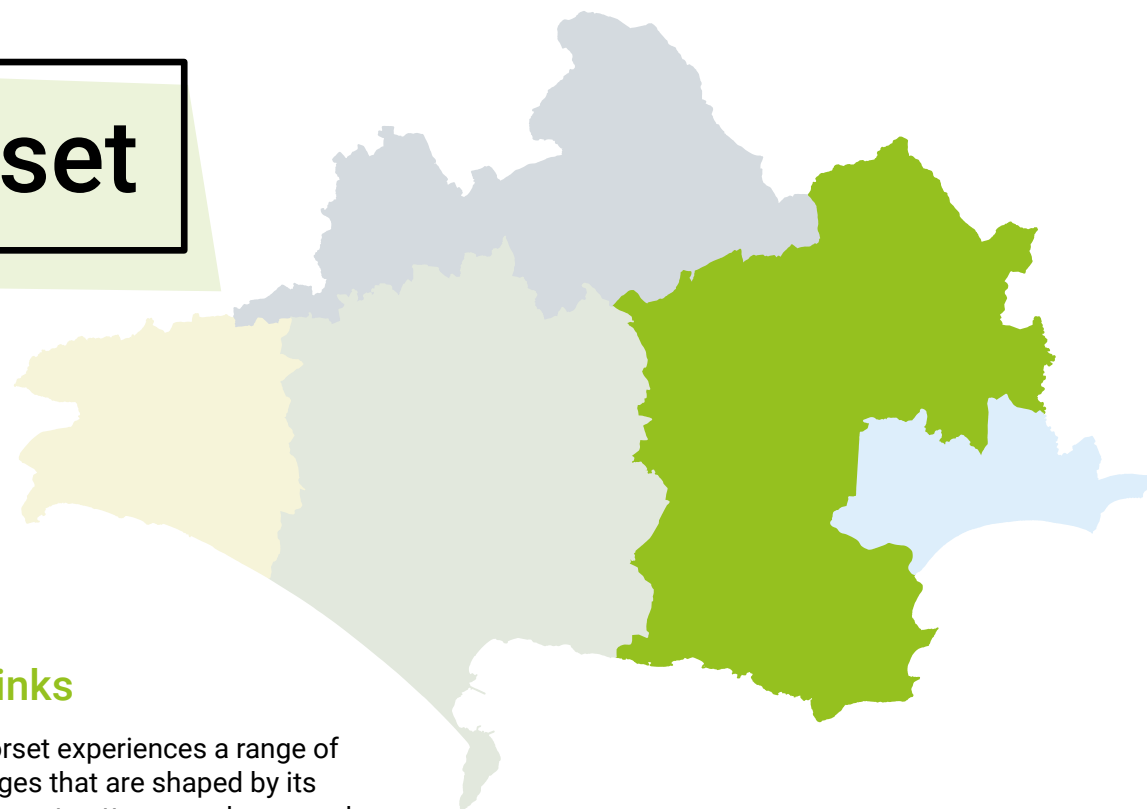
Transport links

South Eastern Dorset experiences a range of transport challenges that are shaped by its geography, settlement patterns, and seasonal fluctuations in travel demand. The transport network provides essential connectivity for residents, businesses, and visitors. While it supports a wide range of travel needs, there are variations in accessibility, capacity, and mode choice across the area. Understanding these patterns is key to informing future planning and investment decisions that aim to support inclusive, efficient, and sustainable mobility.

The road network plays a central role in the area's transport system. Key corridors such as the A31, A338, A35, and A350 are important for local and regional connectivity. Some junctions and corridors are operating close to or at capacity, which can lead to slower journey times and reduced reliability.

North-south road connectivity is especially poor, with limited links between the M4 corridor and the Dorset coast, which affects both passenger and freight movement. These constraints have a direct impact on productivity, as businesses struggle with delays in transporting people and goods.

Seasonal tourism adds further pressure to the transport system. The area's popularity as a holiday destination leads to significant increases in traffic during the summer months, when tourism increases traffic volumes by up to 30%, particularly on routes serving coastal and leisure destinations. While tourism is a vital part of the local economy,



its impact on transport reliability and capacity is considerable.

Public transport is an essential part of the network, particularly for those without access to a car. Bus services are well-used in some parts of the area, especially between the main urban centres, and have seen growth in patronage over the past decade. However, service levels and accessibility vary, particularly in more rural locations. This variation can affect travel choices and the ability of some communities to access key services and opportunities.

Rail services provide important links to destinations such as Southampton and London, and have experienced growth in passenger numbers. However, the network is primarily oriented east-west and does not serve all parts of the area equally. Some stations have limited accessibility, with a number lacking step-free access or facilities for onward travel. These factors can influence the overall convenience and inclusivity of rail travel.

Walking, wheeling and cycling are supported by a growing network of active travel routes. However, the uptake of active travel remains relatively low for short trips, with many journeys under five kilometres still made by car. Factors such as road safety, continuity of routes, and perceptions of personal security can influence people's willingness to walk or cycle. More than a third of the population living in the South Eastern area do not meet recommended levels of physical activity, and this inactivity has substantial public health implications. Investments through the Transforming Cities Fund programme and the Active Travel Fund have delivered improvements to walking, wheeling and cycling infrastructure in areas around Wimborne and Ferndown, helping to address some of these barriers but gaps and safety concerns remain. More still needs to be done to create a fully

connected, safe, and accessible active travel network across the region.

Access to regional gateways such as Bournemouth Airport and the Port of Poole is an important aspect of the transport system. These facilities support economic activity and connectivity beyond the local area.

Delivery Plan 2026 – 2041

Our approach focuses upon improving transport connectivity for all modes between the market towns within the South Eastern Dorset area and the Bournemouth, Christchurch and Poole conurbation as this is the key destination for employment, health services, shopping and leisure and transport interchanges. The proposed interventions are aimed at overcoming existing significant traffic, congestion and delay issues on the local highway network through the implementation of a range of sustainable transport measures and technology.



To reduce transport emissions and safeguard the climate and environment, we will:

Maintain a **long-term plan for EV infrastructure in South Eastern Dorset**. This will help us understand what types of charging are needed – whether at home, at work, or on the go – and make sure our electricity network is ready. By planning ahead, we can work with the electricity provider (SSEN) to make sure the right upgrades are in place to support a cleaner, greener transport system for the future.

Make it easier for people in South Eastern Dorset to switch to electric vehicles (EVs) by **installing more on-street EV chargepoints** in neighbourhoods where people don't have driveways or off-street parking. With support from government LEVI funding,

this will help more residents make the move to cleaner, zero-emission vehicles.

Encourage community-based charging schemes which let neighbours share their home charge points and support the growth of car clubs which offer shared electric vehicles.

Cut emissions from public transport, by teaming up with local bus companies to put in the infrastructure needed for electric buses.

We'll also work with local businesses that run large fleets – like delivery companies, taxi firms, and the postal service – to make charging easier and create shared EV charging hubs. We will scope feasibility and commence delivery of sites for **freight alternative re-fuelling sites** in locations on or close to the SRN including a site at Avon Heath Lorry Park (off the A31). These sites will provide EV charging/hydrogen/gas re-fuelling facilities specifically for HGVs and LGVs.



To support healthier and safer communities with improved travel options, we will:

Continue to develop the **ATIP** and deliver priority schemes (not covered elsewhere in this document) outlined in the Dorset ATIP.

Delivery of a **strategic sustainable travel network connecting South East Dorset to the BCP conurbation** including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures. The enhancements seek to reduce road congestion and promote safe, and healthy travel options, especially for shorter journeys.

Develop **regional cycle network routes** to connect regional gateways, major centres of population and employment between BCP and Dorset Council and neighbouring Hampshire County Council. Improvements will focus on significant gaps in the cycle network (river crossings) and existing significant deterrents (e.g. gyratories and busy junctions) which are huge deterrents to improving regional cycling connectivity and accessibility.

Implement **pedestrian crossing user priority** at traffic signals where possible to provide instant green for pedestrians.



To create accessible and prosperous places, we will:

Work with National Highways to **plan upgrades to the A31**. This includes making the road safer and reducing congestion for drivers, cyclists, pedestrians, and public transport users. The improvements will focus on key junctions and nearby roads that connect to the A31. This work will be informed by the findings of the M4 to Dorset Coast study, ensuring alignment with strategic transport priorities, and will support wider economic growth plans, including the regeneration of Weymouth and Portland.

In **town centres**, we are planning changes to reduce traffic and make it easier for people to walk or cycle. This includes better traffic management, upgraded junctions, reduced vehicle speeds, and improved public spaces. By doing so, we will seek to encourage people to make short trips on foot and by bike rather than the private car.

In Purbeck, we are developing new travel routes and traffic measures to **help visitors get around** without needing to drive. This will support more sustainable tourism and reduce congestion in the area.

We are also supporting local businesses switch to **greener delivery methods**. This includes using electric cargo bikes and other eco-friendly options for short-distance deliveries in South Eastern Dorset.

Finally, we are **updating our freight map** to help lorry drivers plan better routes. The new map will show preferred roads, size and weight limits, parking areas, fuel and alternative refuelling stations, ports, and major industrial sites.



To enable safer journeys, we will:

Deliver **safer walking, wheeling and cycling routes**, including new and improved infrastructure such as segregated cycle lanes, safer pedestrian crossings, and better lighting and signage. Projects like the strategic sustainable travel network connecting South Eastern Dorset to the BCP area will provide safer, more direct routes for people travelling between towns like Wareham, Wimborne, Ferndown and Poole. These routes will be supported by traffic management measures that reduce vehicle speeds and volumes, particularly in areas where people walk and cycle most.

We are also **investing in safer routes to schools**, with targeted infrastructure improvements and school street initiatives that limit traffic during school drop-off and pick-up times. These changes aim to create calmer, safer environments for children and families walking or cycling to school. In addition, we will continue to support free adult cycle training and the national Bikeability programme to help people of all ages travel more confidently and safely by bike.

To further improve road safety, we are **supporting the use of 20mph zones** in residential areas and village streets across South Eastern Dorset. These **lower speed limits** are proven to reduce the risk and severity of collisions, making streets safer for everyone, especially vulnerable road users like children and older adults.

We will continue to target safety improvements at known high-risk locations. This involves identifying and addressing collision '**cluster sites**' through engineering solutions such as better junction layouts, clearer signage, and improved visibility. We will also continue to work with the Dorset Road Safety Partnership to deliver education, enforcement, and training programmes that promote safer driving and road use.



To provide a resilient and fit for purpose transport network, we will:

Place a **strong focus on how we manage our roads** day-to-day, invest in our infrastructure, and use smarter, more efficient ways to keep traffic moving and reduce disruption caused by roadworks and maintenance.

We will develop an integrated **Network Management Plan** that will allow us to better plan, schedule, and communicate roadworks across council boundaries. This will help minimise delays, avoid overlapping works, and ensure that essential maintenance causes as little disruption as possible to residents, businesses, and visitors.

We are also exploring innovative approaches to make the best use of the road space we already have. This includes the introduction of a **Lane Rental Scheme**, which encourages utility companies and contractors to complete works more quickly by charging them for the time they occupy the road. This approach has been shown elsewhere to reduce the duration of roadworks and improve journey reliability.

In addition, we are investing in **smarter traffic management systems** that use real-time data to monitor traffic flow and respond quickly to incidents. These systems can adjust traffic signals dynamically to ease congestion, prioritise buses, and improve safety at busy junctions. We are also working to improve communication with the public, using digital tools to **provide up-to-date information** on road closures, diversions, and travel conditions.



To improve public transport to meet the needs of our residents and visitors, we will:

Focus on making bus services more frequent, reliable, and easier to use. We plan to **increase the frequency of services** on key routes, aiming for at least one bus every 30 minutes on core corridors during peak times. This will make public transport a more attractive option for everyday journeys, whether for work, education, shopping, or leisure. We are also **extending evening and weekend services** to better support shift workers, social activities, and tourism.

We are also addressing the unique challenges of rural mobility through the **South East Dorset Rural Mobility Pilot**. This joint initiative with BCP Council will improve transport links between rural communities and the urban centres of the

conurbation. The pilot will help people access essential services, employment, and leisure opportunities. This approach will reduce isolation, support healthier lifestyles, and offer more sustainable travel choices for residents and visitors alike.

A key part of our long-term vision is the **Dorset Metro** rail improvement. This project aims to introduce a shuttle service between Wareham and Brockenhurst, enhancing local rail connectivity and linking communities across South Eastern Dorset with the wider rail network. It will also support improvements to the existing Weymouth to London Waterloo service, making rail travel a more viable and attractive option for commuting, leisure, and tourism.

To make travel simpler and more affordable, we are **introducing multi-operator ticketing and fare capping**, so passengers can switch between services and modes without paying extra. This will be supported by improved real-time information at bus stops and online, helping people plan their journeys with confidence.

We are also investing in infrastructure to make public transport faster and more reliable. This includes new **bus priority measures**, such as dedicated lanes and signal upgrades on busy routes and key corridors. These improvements will reduce delays and make journey times more predictable.

We are creating better connections to key destinations such as Bournemouth Airport, the Port of Poole, and popular town centres. **Mobility hubs** will be introduced at strategic locations, offering seamless connections between buses, trains, cycling, walking, and shared mobility options like e-scooters and car clubs.

Accessibility will be improved by working with partners to improve **access to railway stations and bus stops**, ensuring that people with disabilities, older adults, and families with young children can travel comfortably and safely. This includes step-free access, better signage, and upgraded facilities.



A mother uses a new active travel route in South Eastern Dorset, highlighting improved accessibility for families.

7. Central Dorset

About the area

The area is centred on the two large built-up areas of Dorchester and Weymouth. Dorchester is the county town and acts as an important retail and employment centre, including the County Hospital. Weymouth is the largest town in the Dorset Council area and is an important tourist destination. The two towns are closely linked, with high levels of commuting causing regular congestion.

Chickerell, west of Weymouth, is growing rapidly and is home to key employment sites at the Granby and Lynch Lane industrial estates. South of Weymouth, Portland is linked via a single road running along the causeway between Chesil Beach and the Fleet in close proximity of international environmentally protected sites. Portland Port plays a vital role in the local economy, supporting cruise, cargo, and maritime industries.

The area is set for significant regeneration and economic growth. The long-term future of the area will be shaped by plans to create high-value jobs in the defence supply chain, renewable energy and advance manufacturing sectors, alongside skills development, and boosting the visitor economy. The Dorset Local Plan will help to guide sustainable housing growth and infrastructure through to 2042, with Weymouth, Dorchester, Chickerell and Portland to be the focus for significant housing delivery.

Transport links

Better transport links will lead to increased investment, job creation, and improved access to services and amenities. The A35 is the main east-west route, linking Central Dorset to the wider road network. It suffers from congestion, especially during peak times, holidays and poor resilience with diverting traffic impacting local communities. The A354 connects Weymouth and Portland to the regional road network and is crucial for access to Portland Port. The A37 links Dorchester northwards to Yeovil and Bristol, supporting rural access and freight movement.

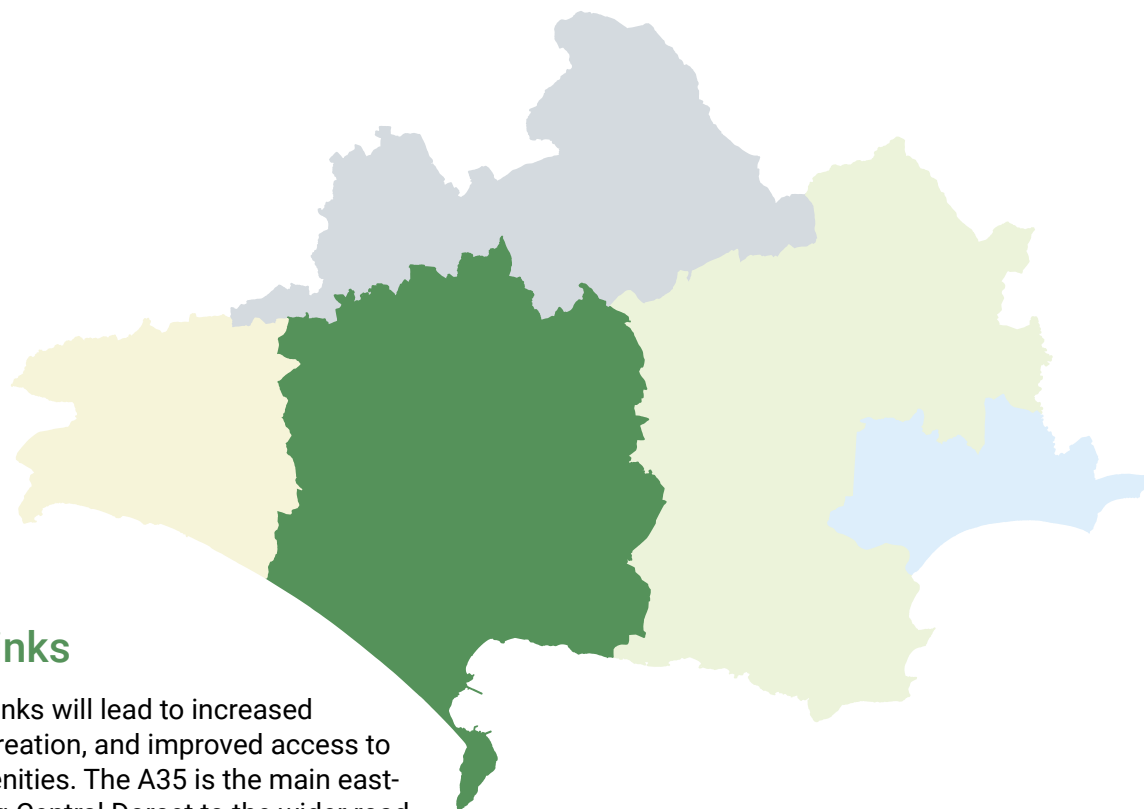
Dorchester and Weymouth are served by two rail lines: the South West Main Line to London and the Heart of Wessex Line to Bristol. However, step-free access is lacking at key stations like Dorchester South and Upwey.

Bus services run regularly between main towns but are limited in rural areas and to key employment

sites. Active travel is supported by a growing network of dedicated walking, wheeling and cycling routes, encouraging more sustainable travel.

Delivery Plan 2026 – 2041

Our approach focuses on enhancing multi-modal connectivity, improving transport resilience, and promoting sustainable travel choices. We will invest in our transport infrastructure, enhance public transport, and improve connectivity to support economic growth. We will deliver a sustainable, inclusive, and accessible transport network that reduces environmental impacts.





To reduce transport emissions and safeguard the climate and environment, we will:

Focus on a range of electric vehicle initiatives that will make it easier for residents, businesses, and visitors to adopt low-emission travel.

Expand the public electric vehicle (Ev) charging network, including rapid charging hubs in town centres and on-street charging in residential areas that lack off-street parking, particularly within Dorchester, Weymouth and Portland. These upgrades will ensure that EV users have reliable access to charging facilities, even in areas where off-street parking is limited, and to support longer journeys and reduce charging times.

EV car clubs and car sharing schemes will be promoted in new developments and rural communities to encourage shared mobility. These initiatives will be integrated into new developments and existing neighbourhoods, offering convenient access to electric vehicles without the need for private ownership. This not only reduces emissions but also helps to ease parking pressures and traffic congestion.

Working in partnership with local bus operators, we aim to **transition to electric buses by 2035**. These vehicles will operate on key routes across Dorchester, Weymouth and Portland, offering a cleaner, quieter and more modern travel experience. The shift to electric buses will reduce greenhouse gas emissions and improve air quality, particularly in urban centres and along busy corridors.

We will support the **decarbonisation of freight and commercial transport** and work with partners to deliver freight refuelling sites near Dorchester, offering EV charging, hydrogen, and gas refuelling

for HGVs and LGVs. These facilities will be strategically located near the A35 to support cleaner logistics and reduce the environmental impact of goods movement across the region. Additionally, businesses will be supported to adopt sustainable **last-mile delivery** solutions, such as e-cargo bikes.



To support healthier and safer communities with improved travel options, we will:

Make walking, wheeling and cycling safer, more convenient, and more attractive. A central aim is to make walking, wheeling and cycling the most convenient and attractive choice for short journeys into Dorchester, Weymouth and Portland.

This will be achieved through a programme of **new and improved active travel routes** that connect residential areas with town centres, business parks, schools, hospitals, and railway stations. This will include safer crossings, upgraded junctions, and better lighting and signage to create a more connected and legible network.

We will **expand the e-bikeshare scheme** in Dorchester, Weymouth and Portland, increasing the number of bikes and docking bays to improve access for residents and visitors.

Support behaviour change programmes such as Bikeability training and community engagement campaigns to build confidence and awareness around active travel.

These initiatives will be complemented by **traffic management and public realm enhancements** in town centres to create safer, more pleasant environments for people travelling on foot or by bike. These improvements will be complemented by the development of **mobility hubs** in Dorchester

and Weymouth, which will serve as key interchange points and provide facilities such as secure cycle parking, travel information, and connections to public transport and shared mobility services.



To create accessible and prosperous places, we will:

Develop and deliver a programme of transport corridor improvements and town centre access strategies that will drive the regeneration of Weymouth, Portland and Chickerell, accelerate investment and growth in clean energy, defence supply chains and advanced manufacturing, and inspire community led transformation.

A key focus is on **improving strategic transport corridors** that connect Dorchester, Weymouth and Portland. The A354 corridor will benefit from a package of multi-modal enhancements, including junction upgrades, bus priority measures, and the development of a new mobility hub at the Weymouth Park and Ride site. These improvements will reduce congestion, improve journey reliability, and make the corridor more attractive for investment and development.

We will support National Highways improvements to the **A35 corridor** around Dorchester, prioritising junction and safety enhancements to support better connectivity and route resilience, particularly for freight and logistics. Similarly, the **A37** will see targeted resilience improvements to address flooding issues and improve safety on this vital north-south route.

Town centre access and traffic management in Weymouth, will support delivery of the Weymouth Town Centre Masterplan and regeneration programmes to improve public realm, enhance active travel links, and reduce congestion. Dorchester will see similar interventions to encourage walking, wheeling and cycling for short trips and reduce traffic volumes in the town centre.

By making town centres more accessible and attractive, the plan supports local businesses, encourages footfall, and creates opportunities for new housing and commercial development. Improved transport links also enhance access to employment, education and healthcare, helping to reduce inequalities and support inclusive growth.



To enable safer journeys, we will:

Target interventions aimed at reducing road collisions, particularly for vulnerable road users such as children, pedestrians, and cyclists.

A key initiative is the introduction of lower speed limits, particularly in residential areas, town centres, and near schools. The plan supports the rollout of **more 20mph zones**, subject to local consultation, to reduce the risk and severity of collisions. These zones will help create calmer, more liveable neighbourhoods where people feel safer walking, cycling, and spending time outdoors.

Safer routes to schools will be created through infrastructure improvements such as new or upgraded pedestrian crossings, traffic calming measures, and dedicated active travel routes.

School Street initiatives, where roads outside schools are closed to traffic at drop-off and pick-up times, will also be expanded to reduce congestion and improve safety during peak periods.

Using **data-led analysis**, we will continue to monitor road safety trends and deliver targeted engineering solutions at high-risk locations. These may include junction redesigns, improved signage and lighting, and enhanced visibility for all road users.



To provide a resilient and fit for purpose transport network, we will:

Focus on improving the performance of existing infrastructure, **minimising disruption**, and supporting the smooth movement of people and goods. We will work with partners to improve the coordination of maintenance, utility works, and emergency responses. This will help reduce delays, improve journey reliability, and ensure that essential services and freight can move efficiently, particularly on key corridors such as the A35, A354 and A37.



To improve public transport to meet the needs of our residents and visitors, we will:

Enhance public transport, including increasing the frequency and coverage of local bus services, particularly to rural areas and key employment sites such as the Granby Industrial Estate and Dorset Innovation Park. Bus priority measures will be implemented to improve service reliability and attractiveness. The introduction of zero-emission buses will modernise the fleet, reduce emissions, and improve the passenger experience.

Strengthen rail connectivity through support for capacity enhancements on the Heart of Wessex Line, enabling an hourly service between Weymouth and Bristol, and improved services on the South Coast Main Line to London. We will support improvements at Dorchester South and Upwey stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas, and better integration with local bus and active travel networks.

Support seamless travel, by improving the places where people change transport services, and introducing new mobility hubs in Dorchester and Weymouth. These hubs will integrate various modes of transport, including walking, cycling, buses, and taxis, and provide enhanced passenger facilities and real-time travel information.



Portland Port and the surrounding coastline, reflecting the area's strategic importance for freight and maritime access.

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8. Northern Dorset

About the area

Northern Dorset is a predominantly rural area, characterised by its rolling countryside and historic market towns. The main towns include Gillingham, Shaftesbury, Sherborne, Sturminster Newton, and Stalbridge. These serve as key service and employment centres.

Gillingham is the largest town and a designated growth centre, with significant development planned through the Gillingham Southern Extension. This includes around 1,800 new homes, employment land, and supporting infrastructure. Gillingham also benefits from a railway station on the Exeter-London Waterloo line and four industrial estates, making it a strategic hub for both transport and employment.

Transport links

Transport connectivity is shaped by the **rural character** of the area and **dispersed population**.

Gillingham and Sherborne rail stations offer **direct rail services to London and Exeter**, providing important train services for commuters and businesses.

Local bus services, supported by Dorset Council, link rural communities and market towns. Key routes include the CR2 (Shaftesbury-Gillingham), CR3 (Sturminster Newton-Gillingham), CR4 (Yeovil-Sturminster Newton-Blandford) and CR7 (Shaftesbury-Blandford).

Community transport schemes, such as community minibus schemes, volunteer driver networks, and dial-a-ride options, play a vital role in ensuring mobility for residents who may not have access to private vehicles or regular public transport.

The **A350** is a key north - south route running through Shaftesbury and Blandford Forum. It is a vital freight and commuter route but faces **resilience** and **safety** challenges.

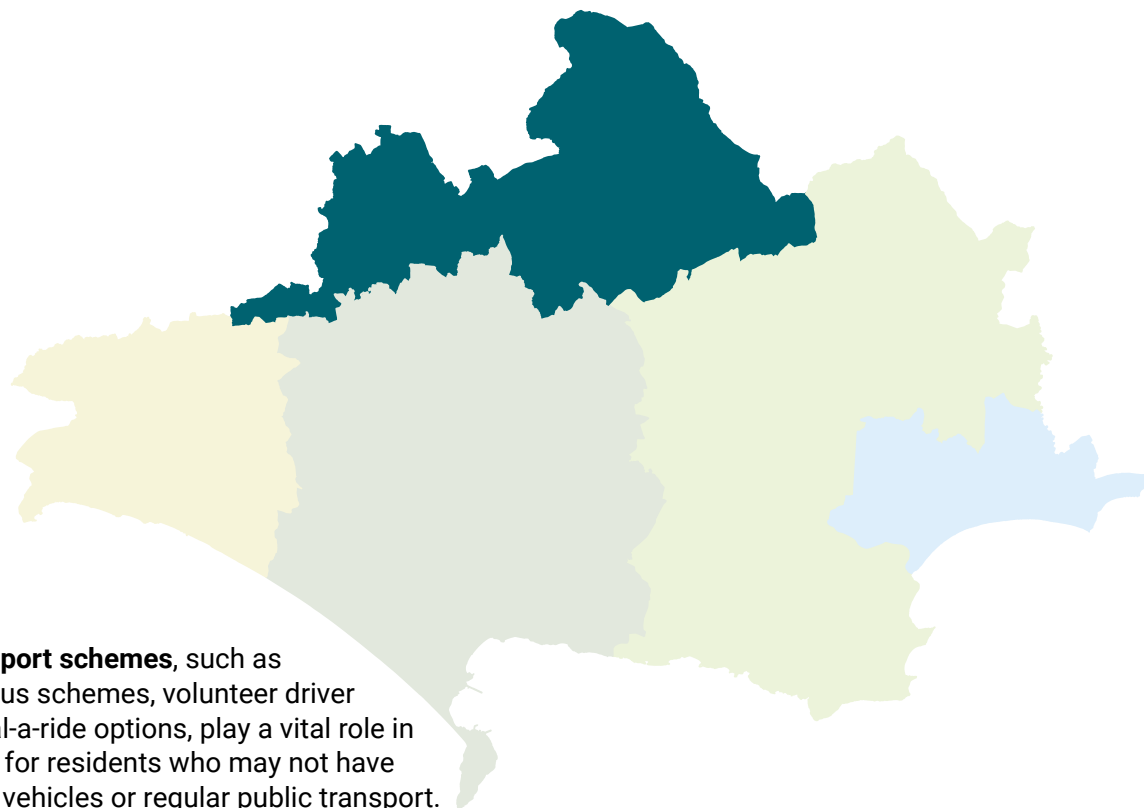
The **A303**, located just north of Gillingham, is a major east-west trunk road, providing strategic access to the wider region and is a key corridor for **tourism** and **logistics**. The **A30**, running west of Shaftesbury, offers an alternative east-west route through Sherborne and Yeovil, supporting **regional connectivity** and resilience.

The **Northern Dorset Trailway** provides a multi-use path that follows the route of the former Somerset and Dorset Railway. It currently runs from Sturminster Newton to Spetisbury, passing through Blandford Forum and several villages. The Trailway

is a key asset for **active travel** and recreation, supporting walking, cycling, and horse riding.

Connections to nearby regional centres such as Yeovil and Salisbury are especially important for Northern Dorset's residents and economy. Yeovil, located to the west, provides access to higher education, specialist healthcare and major employers in aerospace and manufacturing.

Salisbury, to the northeast, offers a wider range of retail, cultural, and administrative services. Strengthening these links will ensure access to essential services beyond the county boundary.



Delivery Plan 2026-2041

The Implementation Plan for this area will enhance rural mobility and improve connectivity, both within the area and to neighbouring economic centres. We will focus on supporting greater travel choice, reducing isolation and supporting sustainable economic growth across the area.



To reduce transport emissions and safeguard the climate and environment, we will:

Expand the electric vehicle (EV) charging network across Northern Dorset, including rapid charging hubs in town centres and on-street charging in residential areas that lack off-street parking. **EV car clubs and car sharing schemes** will be promoted in new developments and rural communities to encourage shared mobility. We will work in partnership with local bus operators to transition to **electric buses** by 2035.



To support healthier and safer communities with improved travel options, we will:

Deliver **high-priority routes identified in the Active Travel Infrastructure Plan (ATIP)**, such as the Shaftesbury-Gillingham and Sherborne-Yeovil corridors, and links within town centres, to provide safe, attractive walking, wheeling and cycling connections. The **North Dorset Trailway will be extended** north from Sturminster Newton and south towards Poole, enhancing long-distance active travel opportunities and linking communities along the former railway line.

These improvements will be supported by **safe routes to schools** initiatives and the **introduction of 20mph zones** in towns and villages, to improve safety and encourage walking and cycling.



To create accessible and prosperous places, we will:

Undertake **town centre traffic management** schemes in Sherborne, Shaftesbury, and Gillingham will help reduce traffic volumes entering the town centres and encourage short journeys to be made on foot or by bike.



To enable safer journeys, we will:

Improve safety and resilience along the A350 and A30 corridors. These routes are vital for freight, commuting, and regional access. Localised traffic management interventions are proposed to reduce the impact of through-traffic on communities. These interventions will be designed to address congestion, improve safety, and support the movement of goods and services across the region.



To provide a resilient and fit for purpose transport network, we will:

Improve how we manage roads by investing in infrastructure, using smarter traffic systems and coordinating roadworks more effectively to reduce disruption. This will help avoid overlapping works and minimise delays, while a proposed Lane Rental Scheme could encourage quicker completion of roadworks. We are also adopting real-time traffic monitoring to ease congestion, prioritise buses, and enhance safety, alongside better digital communication to keep the public informed about closures and travel conditions.



To improve public transport to meet the needs of our residents and visitors, we will:

Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Blandford-Shaftesbury-Gillingham and Yeovil-Sturminster Newton-Blandford, providing better access to employment, education, and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions, and improve the passenger experience.

Develop rural mobility hubs and a pilot demand-responsive transport (DRT). This pilot will serve the rural areas surrounding Gillingham and Shaftesbury, offering flexible transport options to connect residents with key services and tourist destinations. These hubs will also support interchange with other sustainable modes, including cycling and car sharing.

Improve rail accessibility by supporting improvements at Gillingham and Sherborne stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas, and better integration with local bus and active travel networks. These upgrades will make rail travel more inclusive and convenient, particularly for people with mobility impairments, parents with pushchairs, and older residents.

Community transport will continue to play a vital role. Volunteer driver schemes, community minibuses, and dial-a-ride services will be supported to ensure that residents without access to conventional public transport can still reach essential services. These services are particularly important for older residents and those living in isolated rural areas.



Engineering team on site in Sturminster Newton, supporting infrastructure improvements through local assessment and planning.

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9. Western Dorset

About the area

The area is centred on the historic market and coastal towns of Bridport, Beaminster, and Lyme Regis, which together form the heart of Western Dorset. Bridport is the largest town in the area and acts as a key service and employment centre, with a strong cultural identity and links to the creative industries. Lyme Regis is a major visitor destination on the Jurassic Coast, while Beaminster serves as a smaller rural hub supporting surrounding villages.

Western Dorset is **largely rural and environmentally sensitive**, with much of it falling within the Dorset National Landscape. Seasonal tourism places pressure on local transport networks, particularly in Lyme Regis and along the coast. The Vearse Farm development on the edge of Bridport is the most significant planned growth in the area, set to deliver new homes, employment land, and community facilities. Smaller-scale housing is also planned in Beaminster and Lyme Regis.

The Dorset Local Plan will guide sustainable development in Western Dorset through to 2042, with a focus on maintaining the area's rural character while improving access to services and supporting the local economy. Transport priorities include enhancing public transport, managing seasonal congestion, and improving walking and cycling links to ensure the area remains accessible and resilient.

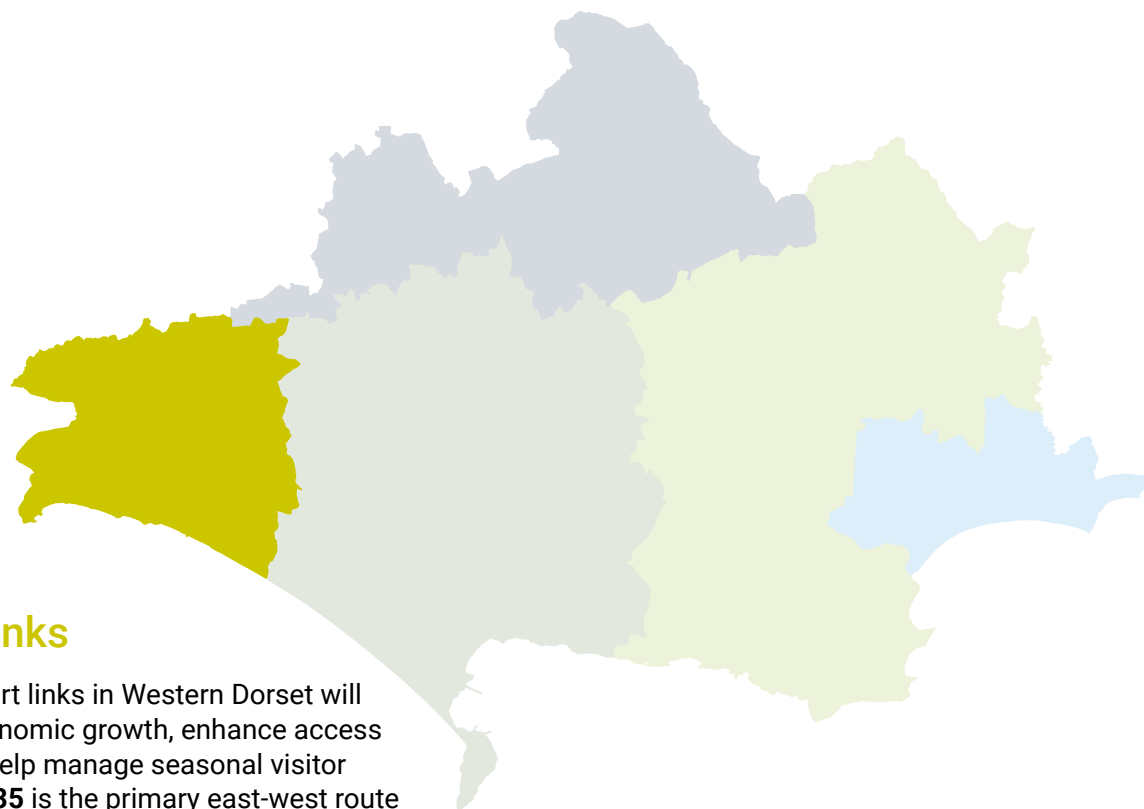
Transport links

Improved transport links in Western Dorset will support local economic growth, enhance access to services, and help manage seasonal visitor pressures. The **A35** is the primary east-west route through the area, connecting Bridport to Dorchester and Axminster, but it experiences congestion during peak periods and holiday seasons. The route also experiences resilience issues caused by flooding and collisions, re-routing traffic impacting local communities on less suitable alternative road routes. The **B3165** and **A3066** provide key north-south links to Beaminster and Crewkerne, supporting rural access and local freight movement.

Western Dorset is not directly served by a railway station, with the nearest rail stations located in Axminster, Dorchester and Crewkerne. This makes reliable bus services and road connectivity especially important. Bus routes connect the main towns, but services are limited in frequency and coverage, particularly in rural areas and during off-peak times. Western Dorset is served by two primary east-

west bus routes. The **X51** connects Weymouth, Dorchester, Bridport, Lyme Regis, and Axminster and is a crucial corridor for travel across the region, linking key towns along the **A35**, supports access to employment, education, and healthcare, and is especially important for communities without direct rail access. The **X53** (Jurassic Coaster) is a scenic route connecting Weymouth, Bridport, Charmouth, and Lyme Regis, with some services extending to Axminster. It is particularly popular with tourists and plays a key role in managing seasonal travel demand along the Jurassic Coast.

Active travel is supported by a growing network of walking and cycling routes, including sections of the National Cycle Network and the South West Coast Path, which are popular with both residents and visitors.



Delivery Plan 2026 – 2041

The Implementation Plan for Western Dorset will enhance rural mobility and improve connectivity, both within the area and to neighbouring economic centres. We will focus on supporting greater travel choice, reducing isolation and supporting sustainable economic growth across the area.



To reduce transport emissions and safeguard the climate and environment, we will:

Expand provision of public electric vehicle infrastructure, which will include the installation of public charging points in rural areas and town centres such as Bridport and Lyme Regis. Support partners **develop a freight refuelling site** west of Bridport. This scheme will provide electric, hydrogen, or gas refuelling infrastructure for HGVs and LGVs, supporting the decarbonisation of freight transport and reducing emissions in sensitive rural areas.



To support healthier and safer communities with improved travel options, we will:

Prioritise active travel and access to green spaces to support healthier lifestyles. **Town centre traffic management and access improvements** in Bridport and Lyme Regis will reduce traffic, improve air quality, and create safer, more attractive environments for walking and cycling. These schemes will be supported by **enhancements to the rights of way network** enabling more people to enjoy the health benefits of nature, including developing the Maiden Newton to Bridport Trailway. The plan also supports the development of a mobility hub in Bridport, which will integrate active travel with public transport and provide facilities such as cycle parking and travel information.



To create accessible and prosperous places, we will:

Traffic management and public realm improvements will be delivered in key town centres including Bridport and Lyme Regis to reduce congestion and improve accessibility. These schemes aim to reduce traffic volumes entering town centres, improve safety for pedestrians and cyclists, and enhance the public realm. Measures may include junction upgrades, new pedestrian crossings, and active travel infrastructure to support short local trips on foot or by bike. These interventions will help ensure that West Dorset's market towns remain vibrant and well-connected, supporting our goal of creating prosperous places that are accessible by a range of transport options.

Dorset Council will support National Highways to deliver targeted improvements along the A35 corridor, to enhance safety, reduce congestion, and improve the overall resilience of the route, particularly in areas prone to flooding and seasonal traffic pressures. These improvements will support more reliable journeys for residents, visitors, and freight, while minimising the impact on local communities and the sensitive rural environment.



To enable safer journeys, we will:

Implement **safe routes to schools** through both infrastructure improvements and awareness campaigns. The introduction of **20mph zones** in locations such as Beaminster, Bridport, and Lyme Regis will enhance pedestrian safety and reduce traffic speeds in residential areas. Annual cluster site analysis will guide the delivery of **targeted safety improvements** at high-risk locations across the area.

The **town centre access improvements** will include measures such as new pedestrian crossings, reduced traffic speeds, and better lighting, all of which contribute to safer streets. These changes will particularly benefit vulnerable road users, including children, older adults, and people with disabilities.

The Dorset Road Safety Partnership will continue to play a vital role in reducing road casualties through education, enforcement, and engineering interventions.



To provide a resilient and fit for purpose transport network, we will:

Ensure that West Dorset's rural road network is resilient to climate change and capable of supporting essential travel, particularly in areas prone to flooding.

We will improve how we manage roads by investing in infrastructure, using **smarter traffic systems**, and coordinating roadworks more effectively to reduce disruption. This will help avoid overlapping works and minimise delays, while a proposed Lane Rental Scheme could encourage quicker completion of roadworks. We are also adopting real-time traffic monitoring to ease congestion, prioritise buses, and enhance safety, alongside better digital communication to keep the public informed about closures and travel conditions.



To improve public transport to meet the needs of our residents and visitors, we will:

Develop mobility hubs and improve transport connectivity to ensure that residents in rural and coastal communities can access essential services. The hubs will provide real-time travel information, secure cycle parking, and connections to local bus services. The plan also supports the **integration of demand-responsive transport** and community-led solutions to address gaps in the public transport network, particularly for those without access to a car.

Bus services will be enhanced through increased frequency and extended weekend operations on key routes such as Bridport – Axminster-Dorchester and Bridport – Yeovil.



2.3
An electric vehicle charges, showcasing the expansion of sustainable transport infrastructure in rural Dorset.

10. Monitoring our progress



Approach

We will use our strategic objectives and policies to monitor the performance of our transport strategy and assess its overall impact and effectiveness.

Monitoring performance is essential in measuring the success of our vision and will allow us to adjust our Implementation Plan to reflect actual performance against the objectives.

The Implementation Plan will be reviewed and updated every five years, and a Monitoring Report produced, which will focus on the delivery of our objectives, policies and specific schemes in the Implementation Plan.

This review process will allow for developing pipeline schemes and new interventions to be considered in detail for the next phase of the LTP priority schemes/interventions.

The outcomes of the performance monitoring will be presented in progress reports to be produced regularly with the first expected in the final year of Implementation Plan 1 (IP1) period.

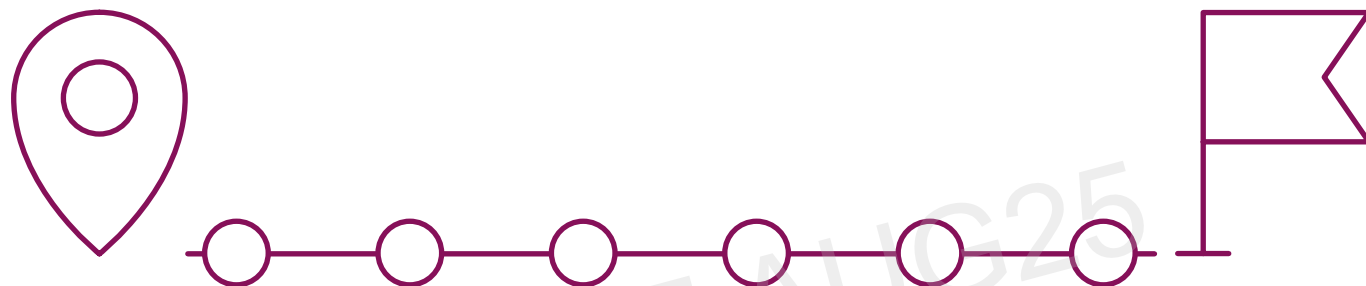
Performance indicators

To monitor and evaluate the implementation of the LTP, we have derived a set of performance indicators against which progress can be assessed.

The performance indicators are aligned to the six objectives and the core policies within the LTP as shown in Annex P.

A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

This will inform future implementation plans and contribute to the overall value for money of LTP. Schemes included within the Implementation Plan will also be monitored and evaluated on the merit of their scheme-specific aims and objectives.



Annex A

Dorset Council estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Funding Source	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total capital funding (£m)*
Ltg Capital	2.160	3.249	4.452	5.656	5.656*	21.173*
Ltg resource	0.363**	0.363**	0.363**			1.089**
Structural maintenance	18.378***	18.378***	18.378***	18.378***	18.378***	91.89***
Active Travel England (ATE)	0.774***	0.774***	0.774***	0.774***	0.774***	3.87***
BSIP + BSOG	3.82***	3.82***	3.82***	3.82***	3.82***	19.1***
LEVI funding	2.49					2.49****
Total Estimated funding	27.985	26.584	27.787	28.628	28.628	139.612

Funding assumptions:

- * indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.
- ** indicates estimated figures based on both authorities receiving at least the same level of resource funding as allocated in 2025/26 for the period 2026/27 to 2028/29. No resource funding provided in 2029/30 and 2030/31, due to an uplift in the Ltg Capital funding award during these years to cover this activity.
- *** indicates estimated figures based on both authorities receiving at least the same levels of LTP structural maintenance funding, ATE funding, BSIP + BSOG funding as awarded in 2025/26 for each year in the IP1 period.
- **** indicates estimated total LEVI funding based that on 2025/26 LEVI award covering the LTP4 period up to 2028/29, with no further funding awarded during IP1.

Funding data sources:

Ltg capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)

Ltg resource funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)

Structural maintenance funding: Highways maintenance and ITB funding formula allocations, 2022 to 2025 (3 years) - GOV.UK

Active Travel England funding: Consolidated Active Travel Fund: final allocations - GOV.UK

BSIP + BSOG funding: Total combined bus funding allocations 2025 to 2026 - GOV.UK

LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status - GOV.UK

Annex B

BCP Council estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Funding Source	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total capital funding (£m)*
Ltg Capital	3.346	3.620	4.961	6.302	6.302*	24.531*
Ltg resource	0.375*	0.375*	0.375*			1.125*
Structural maintenance	7.888*	7.888*	7.888*	7.888*	7.888*	39.44*
Active Travel England (ATE)	1.46*	1.46*	1.46*	1.46*	1.46*	7.3*
BSIP + BSOG	6.02*	6.02*	6.02*	6.02*	6.02*	30.1*
LEVI funding	1.15*					1.15*
Total Estimated funding	20.239*	19.363*	20.704*	21.67*	21.67*	103.646*

Funding assumptions:

- * indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.
- ** indicates estimated figures based on both authorities receiving at least the same level of resource funding as allocated in 2025/26 for the period 2026/27 to 2028/29. No resource funding provided in 2029/30 and 2030/31, due to an uplift in the Ltg Capital funding award during these years to cover this activity.
- *** indicates estimated figures based on both authorities receiving at least the same levels of LTP structural maintenance funding, ATE funding, BSIP + BSOG funding as awarded in 2025/26 for each year in the IP1 period.
- **** indicates estimated total LEVI funding based that on 2025/26 LEVI award covering the LTP4 period up to 2028/29, with no further funding awarded during IP1.

Funding data sources:

Ltg capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)

Ltg resource funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)

Structural maintenance funding: Highways maintenance and ITB funding formula allocations, 2022 to 2025 (3 years) - GOV.UK

Active Travel England funding: Consolidated Active Travel Fund: final allocations - GOV.UK

BSIP + BSOG funding: Total combined bus funding allocations 2025 to 2026 - GOV.UK

LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status - GOV.UK

Annex C

Dorset Council and BCP Council combined estimated funding resource to develop and deliver LTP IP1 schemes
(2026/27 to 2030/31)

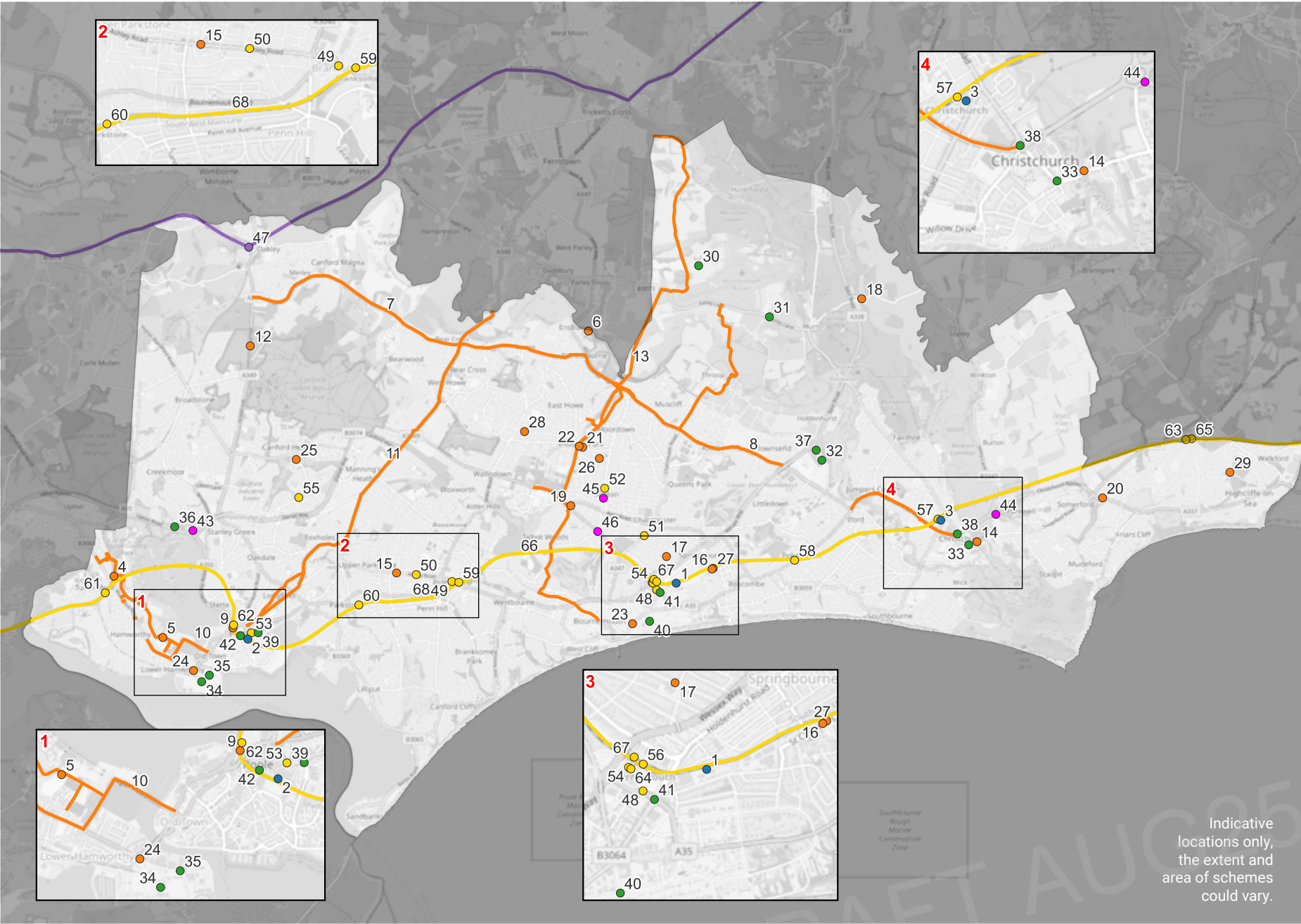
	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total capital funding (£m)*
Total Estimated funding	48.224	45.947	48.491	50.298	50.298	243.258

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Annex D – Supporting transport plans, policies and studies used to inform the scheme longlisting process by Dorset and BCP

BCP and Dorset	BCP	Dorset
Local Transport Plan 3 & Supporting Strategies	Sustainable Transport Master Plan	Dorset Local Plan Consultation 2021
South East Dorset Urban Mobility Strategy Dorset Road Safety Partnership Strategy Ferndown Wallisdown Poole (FWP) Corridor Study Optioneering Report 2019	Strategic Transport Schemes Prioritisation	East Dorset and Christchurch Local Plan
Western Gateway – Strategic Transport Plan, Strategic Investment Plan, Coach Strategy, Alternative Fuels for Road Freight Strategy, Freight Strategy, Strategic Cycle Network Study	Bus Service Improvement Plan (BSIP) Local Cycling and Walking Infrastructure Plan Public Electric Vehicle Infrastructure Strategy Transforming Cities Fund (TCF) Programme South East Dorset Multi Modal Transport Study Western Gateway Strategic Transport Plan BCP Rapid Transit Feasibility A31 Poole Link Road Strategic Outline Business Case 2016 Dorset Council A348 Ringwood Longham Bridge Report New Stations Study (WSP) Poole Local Plan Bournemouth Local Plan Christchurch and East Dorset Local Plan Boscombe and Pokesdown Neighbourhood Plan Broadstone Neighbourhood Plan Highcliffe and Walkford Neighbourhood Plan Hurn Neighbourhood Plan Poole Quays Forum Neighbourhood Plan Sandbanks Peninsula Neighbourhood Plan 2050 Urban Forest Strategy	Purbeck Local Plan West Dorset, Weymouth, and Portland Local Plan North Dorset Local Plan Swanage Local Plan Dorset Bus Service Improvement Plan Active Travel Infrastructure Plan EV Strategy Other projects: Bike Share Dorset Connectivity Study (Rail) Neighbourhood Plans National Highways RIS3 corridor studies National Highways M4 to South Coast Purbeck Transport Strategy 2019 WSP Weymouth and Dorchester studies Hampshire Local Plan and Local Transport Plan Wiltshire Local Plan and Local Transport Plan Somerset Local Plan and Local Transport Plan Devon Local Plan and Local Transport Plan Dorset LEP Economic Strategy Weymouth Levelling Up Fund Transport Bid Purbeck Heaths Partnership Sustainable Tourism Bridport Town Council Access and Movement Study 20 Mile Per Hour (mph) Policy Assessing the Growth Potential of Gillingham (Atkins 2009) Dorchester Transport and Environment Plan Fatality Report (Coroner) Foundry Lea Planning Application Road Safety Audit Policy School Crossing Patrol Policy

Annex E – Map showing BCP Council area LTP IP1 schemes for development / delivery 2026/27 to 2030/31





Key


- Objective A**
Safeguard the climate and environment
- Objective B**
Improve health and wellbeing
- Objective C**
Create accessible and prosperous places
- Objective D**
Enable a safer transportation system
- Objective E**
A resilient and fit for purpose transport network
- Objective F**
Public transport that is inclusive and accessible



* indicates the main objective that individual schemes will help deliver in LTP (many schemes will contribute to multiple objectives).

Annex F

Table listing BCP Council area LTP IP1 schemes for development / delivery 2026/27 to 2030/31
BCP Locational specific schemes (review in combination with Annex E)

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
1-2	Decarbonising Public bus fleet	Working in partnership with bus operators to accelerate the provision of infrastructure to facilitate Electric buses.	£££	Development and delivery	Delivery	
3	Car Club	Expansion of the community car club network and decarbonising the current fleet.	£	Delivery	Delivery	Delivery
4-6	Developing Rights of Way and Green Infrastructure	A significant potential for the Public Rights of Way network to enhance walking and cycling access in rural areas. Improvements identified in the Rights of Way Improvement Plan will focus on developing and managing Trailway routes.	£££	Development and delivery	Development and delivery	Delivery
 Objective B – Improve health and wellbeing						
7-8	TCF S6	Improvements for cycling, walking and bus services along an east-west corridor between Merley and Christchurch town centre which will improve links to key local destinations, including Kinson, Christchurch, a number of nearby schools and Castlepoint Shopping Centre. Includes an additional off-road section between Castle Lane West and Bournemouth Aviation Park.	£££	Development	Delivery	
9	Improved walking route between Poole Station and Poole town centre	Creation of a legible, attractive walking route between Poole Station and Poole town centre.	££	Development and delivery		
10-13	Strategic sustainable travel network connecting South East Dorset to the BCP conurbation	Delivery of a sustainable travel network between South East Dorset and BCP Council area including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures.	£££	Development and delivery	Delivery	Delivery
14	Expansion of Micromobility	E-Scooter expansion, integration with other transport modes, e-cargo vehicles, light electric buggies.	£	Delivery	Delivery	Delivery
15-17	Liveable Neighbourhood area	Prioritised list of liveable neighbourhood areas in LCWIP refresh work to develop and create safer walking and cycling environments, including potential interventions such as modal filters, bollards, planters, traffic restrictions (certain times/all times) to prevent non-local traffic whilst retaining access to all properties, improved pedestrian and cycle crossings and public space, school streets.	£££	Development and delivery	Delivery	Delivery

18	Cycleway from Ringwood to Christchurch/Bournemouth	Improved cycling infrastructure between Ringwood and Bournemouth/Christchurch. Currently there is a gap in cycling provision of 1.2km between Wattons Lane and Avon Causeway, if filled would create a continuous cycle route via a mix of off-road routes and lightly trafficked roads.	£££	Development	Development	Delivery
19-25	Prioritised Pedestrian crossing new installations	Development and delivery of priority sites for new ped crossing installations (1 to 2 per annum), including those being considered in the next 5 years at 64 Talbot Road, 1 A337, Ensbury Park Road, Boundary Road/Ensbury Park Gyratory, Bath Road, 6 New Quay Road PM and Adestral Road near junction with Sherborne Crescent.	££	Development and delivery	Delivery	Delivery
26-29	Prioritised School Crossing Patrol Replacements	School crossing patrol replacement sites. Install formal crossing facility at priority sties. May required Traffic Signals configuration works depending on the location (ad hoc). Potential sites at the beginning of LTP may be Moordown Primary School at Victoria Park Road, St Clements and St Johns Primary School at St Clements Road, Kingsleigh Primary at Kingswell Road, Highcliffe St Mark Primary School at Chewton Common Road.	££	Development and delivery	Delivery	Delivery
 Objective C – Create accessible and prosperous places						
30-32	A338 to Wessex Fields, Airport and Aviation Business Park, sustainable access package scheme	Provide a package of sustainable access and connectivity improvements linking the A338 to the key employment sites at Wessex Fields (and Bournemouth Hospital) and Aviation Business Park, and to Bournemouth Airport an international gateway. This scheme will provide enhanced transport options, access and connectivity to key out of town destinations, supporting employment growth. There is a focus on developing enhanced bus routes and schedules, to be complemented by bus priority measures. We will plan and deliver an upgrade of Traffic Signals equipment at key junctions on the Castle Lane East corridor and seek opportunities to improve the flow of traffic and provide safer and more convenient journeys for pedestrians and cyclists to these important sites.	£££	Development and delivery	Delivery	Delivery
33	Christchurch transport network improvement and link to Town Centre sustainable access package	Prioritise space for walking, cycling and public transport to create modal shift and reduce network pressure at strategic river crossings linking into the Christchurch town centre. It will provide mobility hubs, modal filters, bus gates, new active travel crossings, high-quality cycle facilities and re-configured roundabouts. It may include measures to improve the connectivity between Boscombe and Christchurch via A35E through bus priority measures, active travel provision and Toucan crossing upgrades. The scope will include Christchurch High Street and Bargates, consideration of bus priority measures from Christchurch Railway Station to Castle Street, improved bus lay-bys and footways.	£££	Development and delivery	Delivery	
34	Port of Poole	The scheme will facilitate goods movements by rail and provide a package of measures to improve access on the local road network, making travel to the port more sustainable and supporting local plan housing and economic growth plans. The first phase will facilitate goods movements to/from the port of Poole by rail and to support expansion by providing infrastructure to restart regular freight traffic along the Hamworthy Branch Line to Poole Port and a cargo/freight handling facility. The second phase will create space within the port footprint to enable an uplift in goods and passenger movements in/out of the Port (increased Rail Freight handling and a new passenger/cruise terminal). BCP Council will lead on access improvements on the local road network to make travel to the port more sustainable and will support local plan housing and economic growth plans.	£££	Development and delivery	Development and delivery	Delivery



35-37	Local Freight Consolidation Centres	Develop plans for local freight consolidation centres to reduce the number of freight and servicing movements with the BCP area by providing consolidation to provide for sustainable 'last mile' deliveries through smaller electrical or human-powered delivery vehicles. Potential sites for local freight depots to serve BCP include Ferndown, Wimborne Minster, Mannings Heath, Wessex Fields, Airport, Creekmoor, Port of Poole.	£££	Development and delivery	Development and delivery	Delivery
38-40	Town Centre Movement Strategy improvements packages	Develop and deliver holistic town centre movement strategy improvement packages to prioritise different travel options between/to/from Bournemouth, Poole and Christchurch town centres. These schemes will focus on a package of interventions to enhance network efficiency, improve public realm and promote and prioritise safer, healthier and more sustainable journeys.	£	Development and delivery	Delivery	
41	Bournemouth Town Centre sustainable access package	Develop a Bournemouth Town Centre Sustainable Access Package to provide improved transport options on a priority corridor from Bournemouth Travel Interchange (regional gateway) to Bournemouth centre and the seafront (regional destinations). Building on delivered and funded projects (BSIP bus priority corridor and Lansdowne regeneration), it also provides mobility hubs, traffic measures, new pedestrian/crossings, high-quality cycle facilities and re-configured roundabouts to encourage walking, cycling and public transport movements.	£££	Development	Delivery	Delivery
42	Poole Travel Interchange (redevelopment of bus station, potentially combined with relocated rail station)	Develop improved connectivity and access to Poole town centre through enhancements to Poole Travel Interchange, with options to redevelop the existing bus station and to relocate Poole rail station. In addition, to develop a package of complementary measures aimed at improving access to Poole town centre by providing safer, healthier transport options and improved access by public transport (bus and rail).	£££	Development	Delivery	Delivery
 Objective D – Enable a safer transportation system						
43-46	Cluster site identification, development and delivery of priority schemes	Develop and deliver 2 or 3 priority schemes per year. Cluster analysis annual review to decide on priority sites, for example currently including Holes Bay North Roundabout, Purewell Cross Roundabout (Purewell Cross Road arm), Withermoor and Wycliffe junctions with Wimborne Road and East Avenue Roadabout	££	Development and delivery	Development and delivery	
 Objective E – A resilient and fit for purpose transport network						
47	A31 Capacity and safety improvements package	Improvements will focus on vehicular traffic flows at strategic junctions and pinch-points; includes improvements on MRN connecting to A31 and to provide opportunities to increase travel choices for active travel and public transport journeys. We will support investment in segregated walking and cycling facilities parallel to the SRN to reduce the demand for local car trips. In addition to improving connectivity into the BCP area, the council shall work closely with National Highways to ensure it is planning for the impacts of future local growth on the SRN and improves journey time reliability.	£	Development	Delivery	Delivery



● **Objective F** – Public transport that is inclusive and accessible

48-54	BSIP2 schemes	Continue to work in partnership with the local bus operators to deliver our Bus Service Improvement Plan priorities. In Year 1 we plan to deliver the following schemes and will deliver similar levels of scale over the remainder of IP1 – bus priority measures to improve transport options and traffic flows for all. Schemes include Bournemouth Interchange to Station Roundabout slip road scheme; Branksome Roundabout (eastbound bus lane), Ashley Rd, review of on-street parking on Charminster Rd and Wimborne Rd in Winton; Improve bus passenger experience by planning and delivering on site facility improvements to Poole Bus station and Bournemouth Travel Interchange; upgrading bus stops at 15 priority locations with Improved shelters, CCTV, real time information and improved lighting; deliver enhanced bus stop configuration at 35 priority locations to make bus journeys more accessible and inclusive.	£££	Development and delivery	Delivery	
55	Neighbourhood and town centre mobility hubs	Up to 35 locations to increase travel choice by making interchange between public, shared, active and private vehicle modes easier to encourage multi-modal travel. The hubs will provide improved accessibility and connectivity, by providing infrastructure and facilities for interchange and travel by micromobility (bikeshare, e-bikeshare, e-scooter), frequent bus services, Community car club vehicles; active travel and incorporate opportunities at some locations for public rapid EV charging).	££	Development and delivery	Delivery	
56-63	BCP rail stations accessibility programme	Collaborate with Network Rail and Western Gateway STB to make all railway stations located within BCP fully accessible to published standards, addressing poor levels of accessibility and inclusivity at Hamworthy, Parkstone, Branksome, Pokesdown, Christchurch and Hinton Admiral stations.	£££	Development and delivery	Delivery	
64	Long distance coach routes to fill gaps in the rail network.	Explore opportunities with WG STB and Coach Operators to fill in missing regional rail links to Exeter, Bath, Bristol etc. To work with Bus Operators and Great British Railways to better integrate rail and bus/coach timetabling, to enhance public transport connectivity.	£	Development	Delivery	
65	Edge of Town Mobility Hubs	Implement a small network of multi-mode interchanges (e-bikeshare, bikeshare, e-scooter, bus, EV rapid charge points, emergency help points, energy saving lighting, CCTV and Automatic Number Plate Recognition (ANPR)) at strategic edge of town mobility hubs sites to support multi-modal travel for visitors to BCP key destinations (e.g. BCP town centre locations and sea front).	£££	Development	Delivery	Delivery
66	Bournemouth to London journey time improvements	Work with our rail partners to improve services on the South Coast Main Line to London, by reducing the current journey times from Bournemouth to London Waterloo.	£££	Development	Delivery	
67	Sunday Rail	Improved Sunday rail service frequency between Weymouth, Poole, Bournemouth and London.	£££	Development	Delivery	
68	Dorset Metro Shuttle (Wareham to Brockenhurst)	Support Network Rail (Great British Railways) to deliver a 'turn up and go' rail service for our residents and visitors and improve connectivity between Dorset and the BCP conurbation.	£££	Development	Development and delivery	Delivery Development and Delivery

BCP Non-geographical specific schemes / schemes with insufficient locational detail

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
69	Promotion and incentivisation of Community EV charging scheme.	Promote and incentivise the uptake of Community Charging schemes (e.g. Co-Charger) within the BCP Council area by campaigning on benefits of sharing or renting out of home chargers by EV owners and incentivising community groups with private parking facilities to install private EV charging points and make them available for public use.	£	Development and delivery		
70	EV charging for LGVs	Work with our public EV charging Service Provider to consider and develop a booking system to support EV charging for LGVs to support local businesses to transition to zero emission LGVs.	£	Development and delivery	Delivery	
71	Public Access to Fleet EV Charging Infrastructure	work with other local large fleet providers, e.g. post office, couriers, taxi firms, to make collaborative provision and public access of EV charging infrastructure to deliver mutual benefits and support more sustainable and cleaner car-based travel.	£	Development and delivery	Delivery	
72	BCP Zero Emission Vehicles strategy	Develop and Deliver a BCP Zero Emission Vehicle infrastructure strategy to identify the future need for electrical capacity and infrastructure/facilities to support: - Decarbonisation and public bus fleet and Coaches - HGVs and LGVs (commercial fleets and freight) - Private vehicles (on street, off street, destinations) - Work place EV charging facilities Strategy will inform DNO strategic planning to identify and deliver power availability to support schemes delivery.	££	Development and delivery	Delivery	Delivery
73	Local Electric Vehicle Infrastructure (LEVI) scheme	Making use of the National Government's LEVI funding to work with the chargepoint industry to improve public EV charge point consumer experience and accelerate the delivery of public local charging infrastructure (with a targeted focus on residents without access to off-street parking).	£££	Delivery	Delivery	Delivery
74	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of three sites for freight refuelling in the areas of Avonheath, Dorchester, West of Bridport to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Locations on or close to the SRN.	£££	Development and delivery	Development and delivery	Delivery
 Objective B – Improve health and wellbeing						
75	Wayfinding Network	legible, safe routes, with better lighting, markings, and route visibility, to improve pedestrian connectivity and access.	£	Development and delivery	Delivery	

76-82	BCP strategic cycle routes	We will seek funding to develop BCP strategic cycle routes to link in with our existing infrastructure and improve connectivity across the BCP area to provide high quality, safe and coherent cycling links for our residents to key employment and economic centres.	£££	Development	Delivery	Delivery
83-87	Regional Cycle Network routes/ schemes	Work with neighbouring local authority partners including Dorset Council and Hampshire County Council to develop regional Active Travel routes to connect regional gateways, major centres of population and employment and other regionally important destinations, focusing on significant gaps in the network (river crossings) and existing barriers (e.g. gyratories and busy junctions) to improve regional cycling connectivity and accessibility.	£££	Development and delivery	Delivery	Delivery
88	Accessible cycle parking hubs	Develop and deliver a model for accessible cycling hubs for all, ensuring access for people with disabilities.	£	Delivery	Delivery	Delivery
89	LCWIP delivery	Continue to develop the BCP LCWIP and deliver priority schemes, with a focus on efficient and safe movement through major junctions and providing safe and quiet secondary cycle routes to increase the density and connectivity of our cycle network.	£££	Development and delivery	Delivery	Delivery
90	Pedestrian Crossing user priority	Priority of walking/pedestrian at traffic signals – upgrade crossing signals to provide instant green for pedestrians.	££	Development and delivery	Development and delivery	Development and delivery
91	Transport Hubs – Cycle grant scheme for businesses	Grants to businesses towards provision of cycle storage; pool bike schemes; shower and drying facilities and potential central bike hubs on major industrial estates. Will require match-funding.	£	Development and delivery	Delivery	Delivery



● Objective C – Create accessible and prosperous places

92	BCP behaviour change program – App/technology based	Implement a behaviour change technology platform to encourage and promote healthy and sustainable travel choices for our residents including rewards to people for making healthy and sustainable travel choices, promoting sustainable transport offers like micromobility, bus, rail, car share, collecting data on travel use.	£	Development and delivery	Delivery	
93	A Freight Route and Facilities Map	Review, update and publish new Freight Route and Facilities Map. Information includes recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.	£	Delivery		
94	Personal delivery devices (PDD)	Support for Pilot PDD scheme to provide grocery deliveries using small electric autonomous droid vehicles.	£	Development and delivery		
95	Rail freight intermodal sites	Creation of new rail freight intermodal sites to transfer freight from road to rail to reduce carbon emissions and reduce impact of HGV traffic on local communities. Possible locations identified at Poole and Winfrith to give regional coverage.	£££	Development	Development and delivery	Delivery
96	Free adult cycle training	Provision of free cycle training for adults.	£	Development and delivery	Delivery	Delivery
97	Safe routes to Schools	Campaign to improve safety through infrastructure and marketing campaigns.	££	Development and delivery	Delivery	Delivery



● **Objective D** – Enable a safer transportation system

98	20mph zones	Develop and deliver priority 20 Mph neighbourhoods (a minimum of 1 to 3 schemes per annum) to make our roads safer, create more pleasant places to live and promote healthy journeys. We will focus on priority areas such as Winton; Strouden; Malmsbury Park; Boscombe and Springbourne and Iford and West Southbourne.	£££	Development and delivery	Development and delivery	
99	Bikeability	Maintain provision of national standard cycle training programme coordinated with Road Safety Team with training provided by approved instructors across Dorset.	£	Delivery	Delivery	Delivery
100	Child friendly streets scheme	A network of child friendly streets covering an initial 1-mile radius around each secondary school (potential to expand area as scheme progresses) in BCP, with the aim of enabling 90% of children to travel actively to and from school safely'.	£££	Development	Development and delivery	Development and delivery



● **Objective E** – A resilient and fit for purpose transport network

101	Review of SPD Parking Standards in light of LTP	Continue to review the SPD policy to ensure it remains up to date with best practice and continues to enable the area's growth.	£	Development and delivery	Development and delivery	Development and delivery
102	Network Management and Parking	<p>Network Management:</p> <ul style="list-style-type: none"> - Feasibility of a Lane Rental Scheme - Consideration of red routes on strategic transport corridors - Enhanced Network Management Control Room - Review of use of the kerbside in congested areas <p>Development of BCP Parking Strategy and delivery of priority items within the strategy:</p> <ul style="list-style-type: none"> - Review of capacity and location of council owned car parks - Review of management of council owned car parks, tariffs and products - Use of data and technology to improve information to users supporting network management - Review of Controlled Parking Zones (CPZ) and Residential Parking Zones (RPZ) - Exploration of opportunities for rail and bus park and ride 	£	Development and delivery	Delivery	Delivery
103	A35 corridor improvements	Support National Highways and the Western Gateway Sub National Transport Body in the A35 corridor junction and safety improvements on the Dorchester bypass, enhancing east-west connectivity and route resilience.	£££	Development	Development and delivery	
104	The authorities will seek to establish an integrated cross boundary Network Management Plan and associated operations	Work to establish an integrated cross boundary network management plan with our neighbouring authorities, aiming to better co-ordinate operational management of the network and traffic movement within and across the authorities' boundaries. We will support Network Rail, Great British Railways, and National Highways in the management of their networks and work closely to facilitate seamless journeys between our local network and their national infrastructure.	£££	Development	Development and delivery	

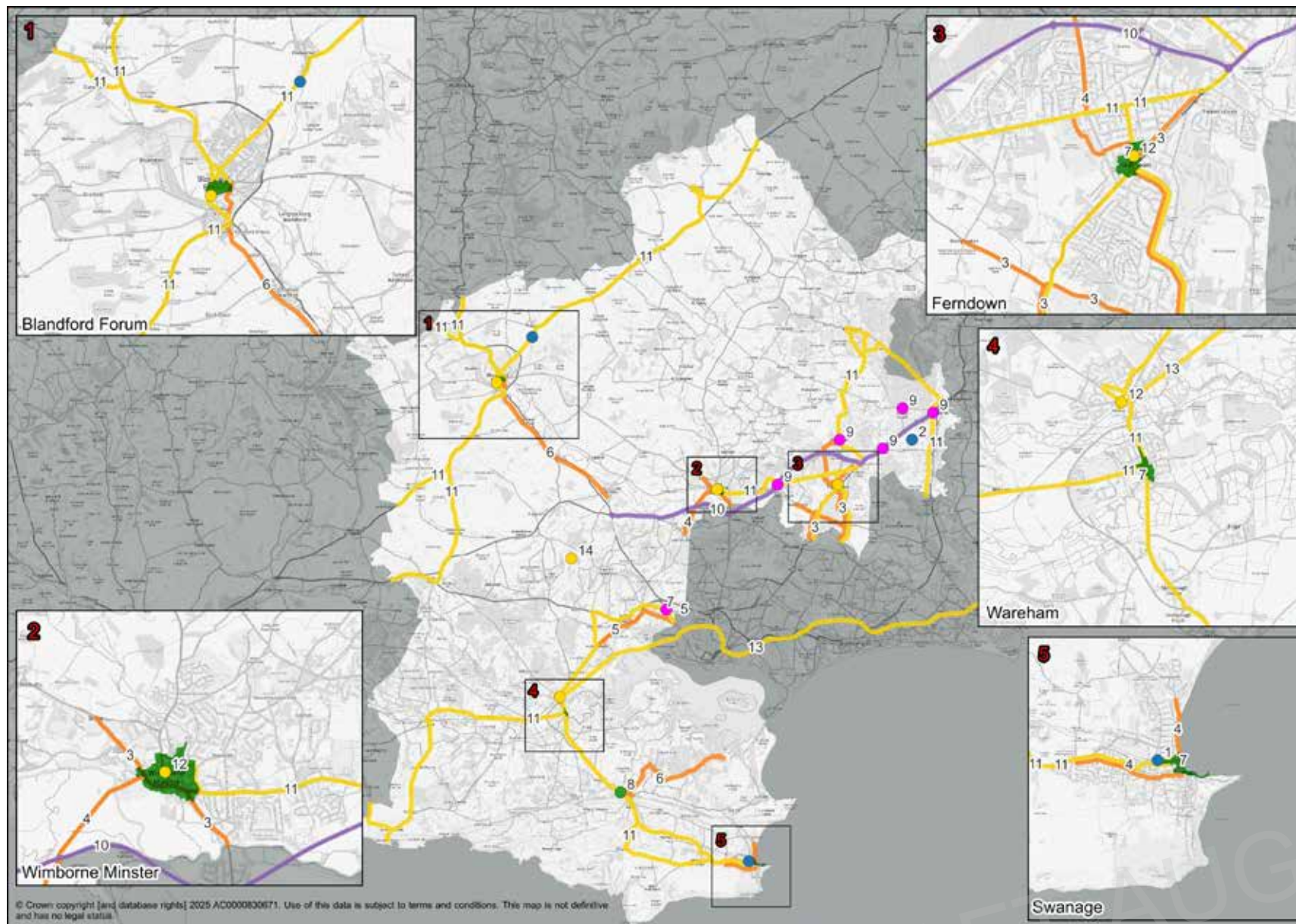


● **Objective F** – Public transport that is inclusive and accessible

105	Provision of discounted bus travel to school children	Provision of discounted bus travel to school within the LTP area.	££	Development and delivery	Delivery	
106	Simplify fares	A commitment to introduce a standardised young persons' fare offer across local operators, making bus travel more attractive through simpler and more affordable fares and to make bus travel simpler for all by working with operators to expand the scope of multi-operator, multi modal ticketing and tap-on-tap off fares across the BCP network.	£	Development and delivery	Delivery	
107	Strengthen network identity	Work with the bus operators to deliver targeted promotional campaigns aimed at residents and visitors to strengthen network identity, with a focus on identifying opportunities to promote destinations, places and events with poor or limited access by car.	£	Development and delivery	Delivery	
108	Improve bus Information	Improve bus information at bus stops with new additional Real Time Passenger Information displays and CCTV to be provided at the busiest stops. These incorporate a variable messaging facility so the bus operator can inform passengers of cancellations, delays and diversions as appropriate.	£££	Development and delivery	Delivery	
109	Subsidised multi-modal travel (via app)	Transport Movement as a service (MaaS) app to promote, incentivise, communicate, and monitor sustainable transport and travel options by offering joint ticketing, information on travel and transport options (integrated multi-modal based journey planner, displaying cost information and other factors influencing travel), mobility credits, personalised choices, incentives & rewards.	£	Development and delivery	Delivery	
110	Dorset rail stations accessibility programme	Support Network Rail and Train Operating Companies to make all local railway stations within the Dorset Council area fully accessible, including delivery of step-free access (such as lifts or ramps) and improved station facilities for passengers.	£££	Development and delivery	Development and delivery	
111	Demand Responsive Transport	Develop a Demand Responsive Transport (DRT) service, where "clusters" of businesses attract workers from specific residential areas which are poorly served by existing public transport, to improve travel choices, reduce congestion, and improve air quality.	£	Development	Delivery	
112	BCP Mass Transit Scheme	Undertake feasibility work for a BCP Mass Transit scheme to link communities across the BCP area with a frequent, reliable service, integrated with cycling, walking, bus and rail. Mass Transit will boost productivity, enabling our housing and employment growth, provide a catalyst for regeneration, and helping to tackle the climate emergency.	£££	Development	Development	Development and delivery
113	Heart of Wessex Line Service Enhancement	Support Network Rail (Great British Railways) and Dorset Council with plans for capacity enhancements to provide an hourly service between Weymouth and Bristol and connect services to Yeovil Junction. The rail service will be integrated with other travel modes to encourage a shift to increased rail travel.	£££	Development	Development and delivery	



Annex G

Map showing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Annex H

Table listing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
1	Zero Emission Buses	Support partners to introduce an electric bus fleet by 2035 to operate on Dorset routes. The new buses will enhance the user experience in turn increasing bus patronage and reducing road traffic.	££	Development and delivery	Delivery	
2	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling site in the area of Avonheath, to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A31.	££	Development and delivery	Delivery	
 Objective B – Improve health and wellbeing						
3	Regional Cycle Network routes/ schemes	Development of regional Active Travel routes to connect regional gateways, major centres of population and employment between Dorset, BCP and Hampshire County Council. Focus on significant gaps in the network and existing significant barriers to improve regional cycling connectivity and accessibility.	££	Development and delivery	Development and delivery	
4	Priority Active Travel Infrastructure Plan (ATIP) routes	Continue to develop and deliver priority schemes (not covered elsewhere in this document) outlined in the Dorset ATIP	££	Development and delivery	Development and delivery	
5	Strategic sustainable travel network connecting South East Dorset to the BCP conurbation	Delivery of a sustainable travel network between South East Dorset and BCP Council area including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures. The enhancements seek to reduce road congestion and promote safe, and healthy alternatives to car use, especially for shorter journeys.	££	Development and delivery	Development and delivery	
6	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives. There is significant potential for the PROW network to enhance walking and cycling access in rural areas. Improvements will focus on developing and managing Trailway routes including: - Improving access into the Castleman Trailway - Improved connectivity and access to the Stour Valley trail.	££	Development and delivery	Development and delivery	



● **Objective C** – Create accessible and prosperous places

7	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
8	Sustainable travel routes and traffic management in Purbeck	Provide a package of sustainable travel routes and traffic management measures to encourage visitors to Purbeck to travel to/from/around the area without using their car.	££	Development and delivery	Delivery	



● **Objective D** – Enable a safer transportation system

9	Cluster site identification, development and delivery of priority	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
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● **Objective E** – A resilient and fit for purpose transport network

10	A31 Capacity and safety improvements package	Support National Highways to develop a business case and secure investment to deliver capacity and safety improvements for vehicular traffic and walking and cycling and public transport at strategic junctions and sections along A31, and the local road network connecting to the A31. Work with National Highways to develop a scheme to support movements along the A31 and to support	£££	Development and delivery	Development and delivery	Delivery
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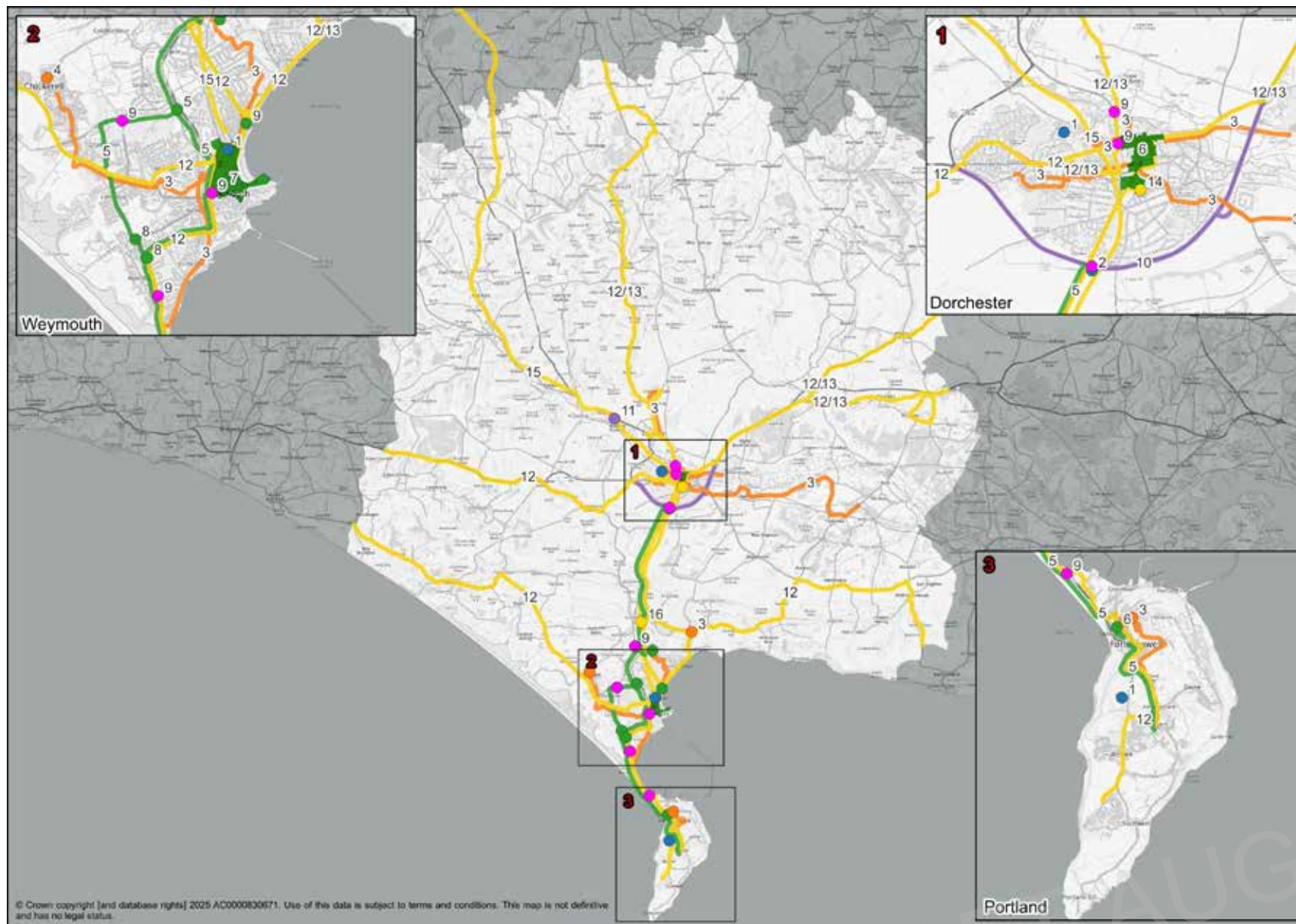


● **Objective F** – Public transport that is inclusive and accessible

11	Increase bus service frequency on strategic bus network	Raise bus service frequency and standards on core inter-urban routes. Initially routes should operate at least hourly 7am to 7pm, with corridors being identified for enhancement to increase to a 30 minute frequency where services can be sustained commercially.	££	Development and delivery	Delivery	
12	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers, and travel information for seamless interchange between modes including walking, cycling, lift-shares, and taxis, supporting first and last mile trip legs. Hub locations to include Blandford, Wimborne, Ferndown and Wareham.	££	Development and delivery	Development and delivery	
13	Dorset Metro	Support Network Rail (Great British Railways) prepare a business case and secure funding to deliver an additional one train per hour shuttle service linking Wareham and Brockenhurst and improvements to the Weymouth to London Waterloo service. The improvements aim to improve connectivity between Dorset and the BCP conurbation to improve access to employment, education and leisure opportunities, and encourage a shift to increased rail travel.	£££	Development	Development and delivery	
14	South East Dorset Rural Mobility Pilot	Joint pilot with BCP designed to improve rural mobility within SE Dorset, particularly the connectivity between rural Dorset and the conurbation. The pilot responds to the South West Rural Mobility Strategy, seeking to provide better transport connections between towns and villages, combat isolation and poor physical and mental health, provide choice in the ways people travel and encourage more sustainable travel choices. This will include increasing bus frequencies on core bus routes, developing a network of mobility hubs, and developing feeder on demand services to increase the travel opportunities available to rural communities and visitors to the area.	££	Development and delivery	Delivery	




Annex I



Map showing Central Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Annex J

Table listing Central Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
1	Zero Emission Buses	Support partners to introduce an electric bus fleet by 2035 to operate on Dorset routes. The new buses will enhance the user experience in turn increasing bus patronage and reducing road traffic.	££	Development and delivery	Delivery	
2	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling facility to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A35.	££	Development and delivery	Delivery	
 Objective B – Improve health and wellbeing						
3	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
4	Expansion of the Dorchester, Weymouth and Portland e-bikeshare scheme	Expansion of the existing e-bikeshare scheme to increase the number and location of bays and e-bikes available across the area. The existing dockless bike share scheme of around 120 bikes and 30 bays would be expanded to provide over 200 bikes and 50+ bays.	£	Development and delivery		
 Objective C – Create accessible and prosperous places						
5	A354 corridor multi-modal improvements south of Dorchester to Weymouth and Portland.	A package of enhancements to improve travel between Dorchester, Weymouth and Portland. The package will include junction improvements, bus priority and active travel measures along the corridor and within town centres, public realm improvements and traffic management measures in Weymouth Town centre, and development of Weymouth park and ride site to provide a new mobility hub with improved park and ride bus services. The package will deliver shorter and more reliable journey times, improved road safety, better facilities for active travel and public transport, and reductions in traffic entering central areas of Weymouth.	£££	Development and delivery	Delivery	
6	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	

7	Weymouth Town Centre traffic management and public realm improvements	Delivery of schemes which support the new Weymouth Town Centre Masterplan, providing more efficient and safer movement of people around the town centre by all travel modes to reduce congestion, and improve air quality, accessibility and the public realm. Improvements to include: - Enhanced active travel links through the town centre, linking key destinations, such as the railway station, Westham Rd, the Harbourside and Town Bridge. - A new bridge at the Swannery to improve access to the rail station and seafront from western residential areas. - King Street corridor improvements.	££	Development and delivery	Delivery	
8	Portland access improvements	Package of access and traffic management interventions including: - Rearrangement of Wyke Road junction to accommodate for HGV traffic and improve active travel access - Active travel link from Fortuneswell / Castletown to Easton avoiding the A354 corridor - Active travel extension of NCN Route 26 to Portland Bill - Active travel safety improvements between Osprey Quay Roundabout and Hamm Beach Roundabout on Portland Beach Road - Junction improvements to improve accessibility and safety at Langton Avenue / Portland Road / Merley Road - Foords corner junction improvements	££	Development and delivery	Delivery	
 Objective D – Enable a safer transportation system						
9	Cluster site identification, development and delivery of priority safety schemes	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
 Objective E – A resilient and fit for purpose transport network						
10	A35 corridor improvements	Support National Highways and the Western Gateway Sub National Transport Body to prepare a business case and submit for government funding for a package of junction and safety improvements on the Dorchester bypass to enhance connectivity and route resilience.	£££	Development	Development and delivery	
11	A37 package of improvements to improve safety and resilience	Highways improvements at Stratton Railway Bridge, north-west of Dorchester to reduce impacts of frequent flooding events on highway network and improve highway safety.	££	Development and delivery		

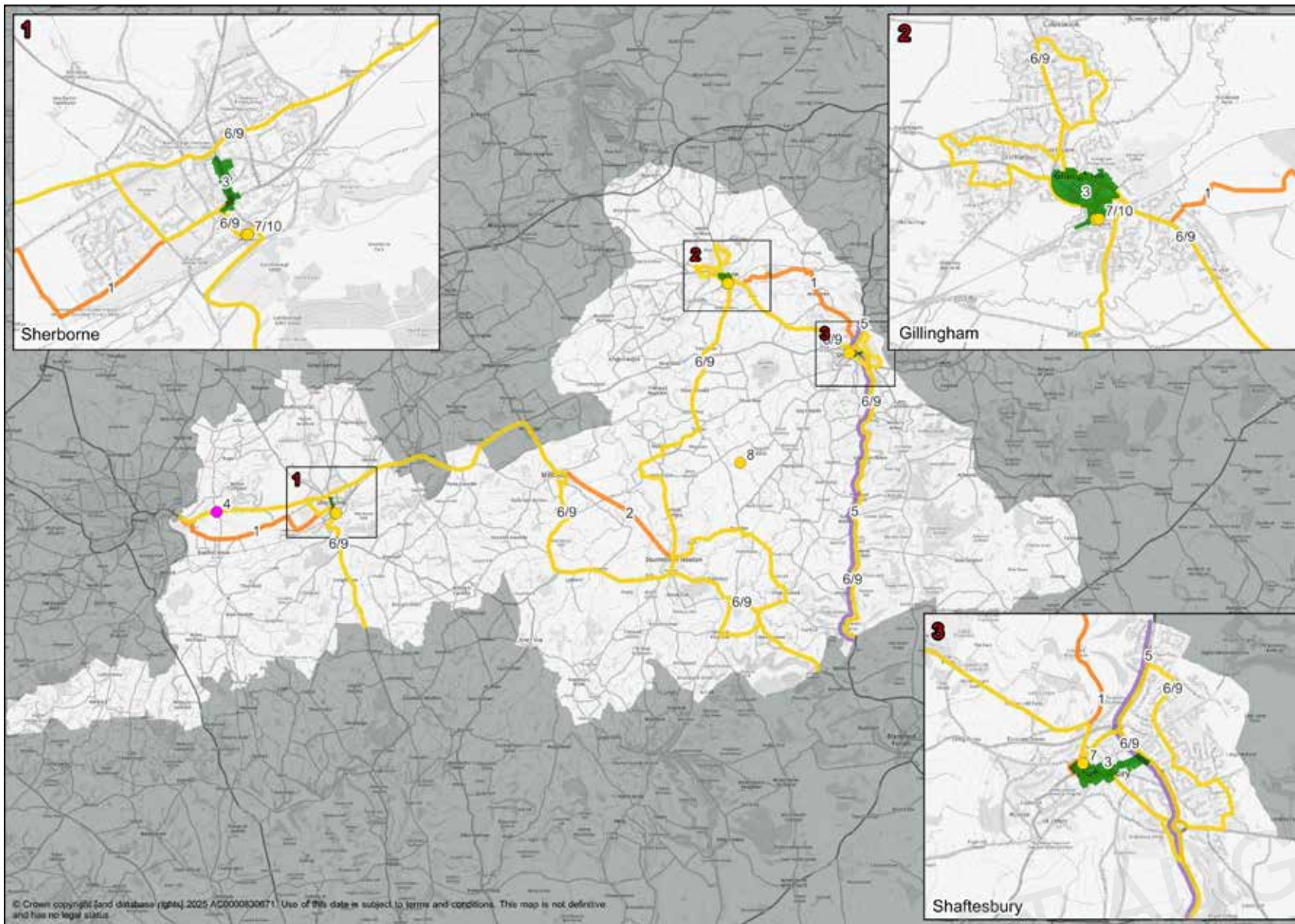


● **Objective F** – Public transport that is inclusive and accessible

12	Increase bus service frequency on strategic bus network	Raise bus service frequency and standards on core inter-urban routes. Initially routes should operate at least hourly 7am to 7pm, with corridors being identified for enhancement to increase to a 30 minute frequency where services can be sustained commercially.	££	Development and delivery	Delivery	
13	Extend weekend services on strategic bus network	Improved Saturday services on core route network. Timetables to match Mon-Fri operation.	££	Development and delivery	Delivery	
14	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers, and travel information for seamless interchange between modes including walking, cycling, lift-shares, and taxis, supporting first and last mile trip legs. Aim to develop hub locations in Dorchester and Weymouth.	££	Development and delivery	Delivery	
15	Heart of Wessex Line Service Enhancement	Support Network Rail (Great British Railways) prepare a business case and secure funding to deliver capacity enhancements which enable a one train per hour service linking Weymouth and Bristol and connect services to Yeovil Junction. The rail service will be integrated with other travel modes to encourage a shift to increased rail travel.	£££	Development	Development and delivery	
16	Dorset rail stations accessibility programme	Support Network Rail and Train Operating Companies to make Dorchester South and Upwey fully accessible, including delivery of step-free access (such as lifts or ramps) and improved station facilities for passengers.	£££	Development	Development	





Annex K

Map showing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Annex L

Table listing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 ● Objective B – Improve health and wellbeing						
1	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
2	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives, including extending the North Dorset Trailway northwards from Sturminster Newton and southwards into Poole.	££	Development and delivery	Development and delivery	
 ● Objective C – Create accessible and prosperous places						
3	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
 ● Objective D – Enable a safer transportation system						
4	Cluster site identification, development and delivery of priority	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
 ● Objective E – A resilient and fit for purpose transport network						
5	Localised traffic management interventions along the A350 corridor	Localised interventions to reduce the impacts of traffic on local communities and improve safety and route resilience.	££	Development and delivery	Delivery	

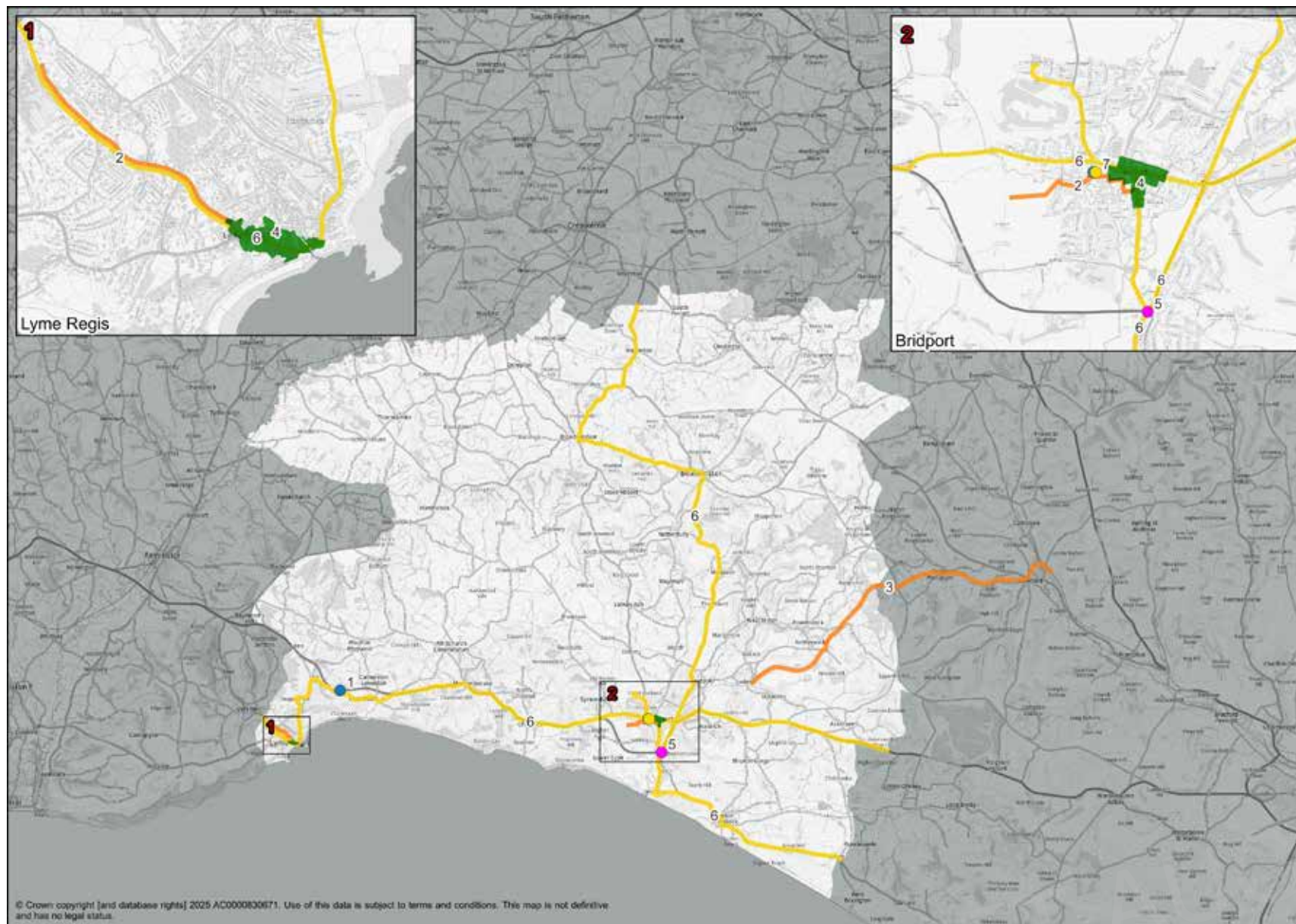


● **Objective F** – Public transport that is inclusive and accessible

6	Increase bus service frequency on strategic bus network	Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Blandford-Shaftesbury–Gillingham and Yeovil–Sturminster Newton–Blandford, providing better access to employment, education, and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions, and improve the passenger experience.	££	Development and delivery	Delivery	
7	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers, and travel information for seamless interchange between modes including walking, cycling, lift-shares, and taxis, supporting first and last mile trip legs. Hub locations to include Sherborne, Gillingham, and Shaftesbury.	££	Development and delivery	Development and delivery	
8	North Dorset RuralMobility Pilot	This pilot will serve the rural areas surrounding Gillingham and Shaftesbury, offering flexible transport options to connect residents with key services and tourist destinations. These hubs will also support interchange with other sustainable modes, including cycling and car sharing.	£	Development and delivery	Delivery	
9	Extend weekend services on strategic bus network	Reintroduce Saturday services on core route network. Timetables to match Mon-Fri operation. Enhanced routes to include: CR2 (Gillingham - Shaftesbury), CR3 (Gillingham - Sturminster Newton), CR4 (Blandford - Yeovil), CR5 (Dorchester - Yeovil), CR6(Bridport - Yeovil), CR7 (Blandford - Shaftesbury).	£	Development and delivery		
10	Dorset rail stations accessibility programme	Support Network Rail and Train Operating Companies to make Gillingham and Sherborne stations fully accessible, including delivery of step-free access (such as lifts or ramps) and improved station facilities for passengers.	££	Development and delivery	Development and delivery	





Annex M

Map showing Western Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Annex N

Table listing Western Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
1	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling site in the area of west of Bridport, to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A35.	££	Development and delivery	Delivery	
 Objective B – Improve health and wellbeing						
2	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
3	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives, including developing the Maiden Newton to Bridport Trailway.	££	Development and delivery	Development and delivery	
 Objective C – Create accessible and prosperous places						
4	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
 Objective D – Enable a safer transportation system						
5	Cluster site identification, development and delivery of priority safety schemes	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery






● **Objective F** – Public transport that is inclusive and accessible



6	Increase bus service frequency on strategic bus network	Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Bridport–Axminster–Dorchester and Bridport–Yeovil, providing better access to employment, education, and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions, and improve the passenger experience.	££	Development and delivery	Delivery	
7	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hub in Bridport. These hubs will include improved cycle storage, waiting facilities, parcel lockers, and travel information for seamless interchange between modes including walking, cycling, lift-shares, and taxis, supporting first and last mile trip legs.	££	Development and delivery	Development and delivery	




Annex O

Dorset non-geographical specific schemes / schemes with insufficient locational detail

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
 Objective A – Safeguard the climate and environment						
	Charging Ahead Electric Vehicle infrastructure expansion	Expanded programme to install electric vehicle public charging infrastructure, including: <ul style="list-style-type: none"> - Providing a mix of fast residential charging and rapid on-route charging in rural areas - Expanding town centre charging capacity to provide ultra-rapid charging hubs in key settlements - on-street installations in Dorset towns where there is a high proportion of households without access to off-street parking and without access to other public charging facilities. 	££	Development and delivery	Development and delivery	
	EV car clubs and car sharing	Support developers to deliver EV car clubs and car sharing in new developments, and local communities to establish community based initiatives to reduce single occupancy car trips and car ownership levels.	££	Development and delivery	Delivery	
 Objective B – Improve health and wellbeing						
	Bikeability	Maintain provision of national standard cycle training programme coordinated with RST with training provided by approved instructors across Dorset. Alternative sources of revenue funding to be identified.	££	Delivery	Delivery	Delivery
	Local highway improvement and safety schemes	Continued prioritisation and delivery of small scale highway improvements and safety schemes.	££	Development and delivery	Development and delivery	Development and delivery
	Ban on pavement parking	Introduce and enforce a total ban on unauthorised pavement parking to ensure footways are kept free of obstructions for pedestrians.	£	Development and delivery		
 Objective C – Create accessible and prosperous places						
	Car parking review implementation	Complete parking review and implement changes to parking controls and management.	£	Development and delivery		

	A Freight Route and Facilities Map	Review, update and publish new Freight Route and Facilities Map. Information includes recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.	£	Development and delivery		
	Last mile deliveries	Support businesses to introduce E-cargo bikes and other sustainable local delivery methods within South East Dorset, Weymouth, Dorchester and other market towns across Dorset.	£	Development and delivery		
	Local Freight Consolidation Centres	The objective of potential sites for local freight depots is to intercept the vehicles from greater network outside of the area, including A31, so as to reduce the number of freight and servicing vehicles entering the urban centres by encouraging sustainable 'last mile' distribution journey by smaller electrical or human-powered delivery vehicles. Potential sites for local freight depots could include Ferndown and, Wimborne Minster.	££	Development and delivery	Development and delivery	
 Objective D – Enable a safer transportation system						
	Safe routes to schools and school streets	Support partners to improve safety of school pupils through infrastructure improvements, marketing campaigns and roll out of school street initiatives.	£	Development and delivery	Delivery	
	Dorset Road Safety Partnership	Support the partnership to improve road safety by reducing the number of road deaths and serious injuries in Dorset through education courses, training programmes, enforcement operations, engineering schemes and speed reduction measures.	£	Delivery	Delivery	Delivery
	20mph Limits and Zones	Support local communities to introduce more 20mph limits and zones in urban areas and village streets to ensure greater road safety and to reduce the impact of road traffic on local communities.	£	Delivery	Delivery	Delivery
 Objective E – A resilient and fit for purpose transport network						
	Publish new Highways Infrastructure Asset Management Plan	Review current plans and publish updated asset management plan setting out the management, operation, preservation and enhancement of the highway infrastructure.	£	Development and delivery		

	Establish an integrated cross boundary Network Management Plan and associated operations	Work with partners to improve the coordination of maintenance, utility works, and emergency responses. Work jointly with BCP Council to establish an integrated cross boundary network management plan, aiming to better coordinate operational management of the network and traffic movement within and across the authorities' boundaries. We will support National Highways in the management of their networks and work closely to facilitate seamless journeys between our local network and their national infrastructure.	££	Development and delivery	Delivery	
 Objective F – Public transport that is inclusive and accessible						
	Multioperator bus ticketing	Introduce county wide multi-operator ticketing products future proof to include all operators, cross boundary routes and 'plus bus'. Include daily cap on fares.	££	Development and delivery		
	Rural mobility hubs	Establishing hubs in village centres where key services are provided (such as GP's practice, mobile banking and libraries) and provision of transport options to access external services (e.g. via demand responsive transport, car clubs/car share).	££	Development	Delivery	

Annex P

LTP performance indicators

ID	Performance indicator	How it is measured	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
1	Carbon emissions from transport	We will monitor and report the reduction in aggregate LTP area CO2 emissions per capita, and the estimated carbon emissions from construction and maintenance activities using an appraisal toolkit.	✓					
2	Air quality	We will monitor and report the reduction in annual average concentration of nitrogen dioxide (NO2) and particulates (PM2.5 and PM10).	✓	●				
3	Levels of walking, wheeling and cycling	We will undertake automatic continuous counts and annual monitoring counts at selected sites and report the percentage change.	●	✓	●	●		
4	Access to services, employment and leisure	We will use software to report connectivity levels and the proportion of households within 30 minutes of a town/neighbourhood centre by public transport.		●	✓			●
5	Road casualties	We will report collision statistics in line with annual casualty reporting.		●		✓		
6	Network resilience	We will undertake journey time monitoring on the network for generalised traffic and public transport. To establish traffic trends, we will use automatic continuous counts, annual monitoring counts and cordon counts at selected sites, reporting annual average daily traffic, % change, and average delays on the A-road network.	●		●		✓	
7	Highway condition	By survey we will measure the condition of the principle, non-principle and unclassified road network, and tracking the maintenance backlog.				●	✓	
8	Levels of public transport patronage and user satisfaction	We will report the total number of bus and rail passengers in LTP area and the % change. We will undertake annual user perception surveys including the National Highways and Transport Survey (NHTS).	●	●	●			✓
9	Reliability of public transport services	We will report the percentage of bus journeys that arrive on time comparing real time bus journey data with timetabled arrival times.			●		●	✓

✓ Strong relevance ● Supporting indicator

Glossary

Active Travel

People powered transportation for everyday journeys primarily cycling, walking and wheeling; integrates physical activity into routines and improves overall well-being.

Apps

shorthand for Applications (programs on mobile phones or computers).

Autonomous vehicle

A vehicle that is capable of sensing its environment and navigating without human input.

Beryl (bikes)

Current provider of bikeshare and scooter provision in parts of the LTP area.

BNG

Biodiversity net gain – way of creating and improving natural habitats, ensuring development has a measurably positive impact on biodiversity compared to what was there before.

BSIP

Bus service improvement plan – document that sets out ways to improve bus services in a specific area through partnership working between the local authority and bus operators.

Capital Programme

Schedule of spending of LTP funding on specific projects and schemes.

Carbon baselining

Process of establishing a baseline or reference point for greenhouse gas emissions.

Carbon neutral

Carbon neutrality is a balance between emitting carbon and absorbing it; The process of carbon neutrality is needed to achieve net zero emissions; Carbon neutral and net zero are sometimes used interchangeably.

Car club

Car sharing/rental service allowing members to rent vehicles for short periods rather than extended periods usual through traditional car rental companies.

CCC

Climate Change Committee – Independent statutory body established under the Climate Change Act, 2008, to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.

CCTV

Closed Circuit Television (video surveillance).

CIHT

Chartered Institute of Highways and Transportation.

CIL

Community infrastructure levy – planning charge that local authorities can impose on new developments to mitigate impacts on local infrastructure.

Connected vehicles

Ones equipped with the technology to connect to the internet and other devices enabling communication and data exchange.

DfT

Department for Transport.

DLUHC

Department for Levelling up, Housing and Communities.

DRT

Demand responsive transport.

EP

Enhanced (bus) partnership – between councils and bus operators which provides a statutory framework to deliver local improvements to bus services.

Eqia

Equality impact assessment.

EV

Electric vehicle.

EVCP

Electric vehicle charge point.

GBR

Great British Railways – planned state-owned railway company that when formed will operate most rail infrastructure in Britain and most passenger rail services in England.

HAMP

Highways asset management plan.

HIA

Health impact assessment.

HRA

Habitats regulations assessment.

LCWIP

Local cycling and walking infrastructure plan.

Liveable Neighbourhood

Reducing dominance of motor vehicles in an area by re-considering how street space is allocated – resulting in healthier outdoor spaces and more vibrant spaces where people wish to dwell and spend money.

LTA

Local transport authority – tier of local government responsible for transport planning, passenger transport and highways. Dorset Council and BCP Council are LTAs for their respective areas.

LTN 120

Government published local transport note that provides guidance for local authorities for designing high quality and safe cycle infrastructure.

LTP

Local Transport Plan.

MaaS

Mobility as a service – a transport operating model that integrates a range of transport options into a single data platform, offering users a seamless way to plan, book and pay for their journeys.

Mobility hubs

A publicly accessible hub where shared means of transport are available at any time.

Net zero

The term net zero means achieving a balance between the carbon emitted into the atmosphere, and the carbon removed from it.

NH

National Highways.

NO2

Nitrogen Dioxide.

Network Rail

Current owner and infrastructure manager of most of the railway network in Great Britain. Will be replaced by Great British Railways.

Pm2.5

Particulate matter (two and a half microns or less in length).

Peninsula Transport Sub-national Transport Body

Regional transport grouping covering Cornwall, Devon, Plymouth, Somerset and Torbay.

PLV

Powered light vehicles.

Protected characteristic

Nine specific personal attributes that are legally protected under the Equality Act 2010.

PRoW

Public rights of way.

Safer road system

Designing roads so no-one gets killed or seriously injured – through an approach to road safety based on the principle that our life and health should not be compromised by our need to travel.

Section 106 agreement

Planning obligation as a legal agreement between a developer and the local planning authority that ensures developers contribute to infrastructure and community needs generated by their development.

SEDUMS

South-east Dorset Urban Mobility Strategy – published in 2020, setting out a transport strategy to 2038 to facilitate economic growth through enhanced mobility and connectivity – delivered through investment packages.

Self-containment

Where community facilities are provided locally, near to where people live – reducing the need for long and lengthy travel to access services.

Shared micro-mobility

Practice of making lightweight vehicles like bicycles, e-bikes and e-scooters available for short term public use through rental schemes.

STB

Sub national transport bodies – regional groupings of local authorities working together to improve transport in their respective areas.

Strategic road network (SRN)

Motorways and major A roads managed by National Highways.

Sustainable transport

Moving people and goods in ways that minimise negative environmental impacts and contributes to a healthy, equitable and economically viable future.

Sustrans

‘We are the charity making it easier for everyone to walk, wheel and cycle’.

SUV

Sports Utility Vehicle – car classification that combines features of passenger cars and off-road vehicles.

TAMP

Transport asset management plan.

TSOG

Traffic Signals Obsolescent Grant – government funding to provide better traffic signals, linked to Green Light Fund to provide smarter traffic lights.

WGSTB

Western Gateway Sub-National Transport Body – group of nine local authorities in the west of England including Dorset and BCP Councils, working to improve transport and connectivity across the region.

Wheeling

Inclusive term covering equivalent mobility of pedestrians/by foot, involving all types of wheelchairs, mobility scooters and rollators.

WPL

Workplace parking levy.

Vision – Led Plan Making

A way of planning that starts with a clear goal for the kind of future we want—such as cleaner air, safer streets, and better travel choices—and then works out how to get there. Instead of reacting to problems, it focuses on creating positive change. This approach helps deliver healthier, greener, and more inclusive communities by guiding decisions that support long-term priorities.

ZEBRA

Zero Emission Bus Regional Areas.

ZEV

Zero emission vehicle.

Web links in the document are also available on the LTP web pages –

bcpcouncil.gov.uk/local-transport-plan
dorsetcouncil.gov.uk/local-transport-plan

